

## Message

**From:** Burch, Julia [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=27B0CD43B0404BAB89AEF0C8D08C165F-BURCH, JULIA]  
**Sent:** 7/31/2018 1:24:30 PM  
**To:** Charmley, William [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=fb1828fb00af42ffb68b9e0a71626d95-Charmley, William]; Moran, Robin [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=cdc537a0f9d5433dae083bca681af983-Moran, Robin]; Lieske, Christopher [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=c836c7dea7054dd8807120a1d401cac8-Lieske, Christopher]; Bolon, Kevin [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=f7c0684aaef44174801c0406b51034d2-Bolon, Kevin]  
**CC:** Scoville, Pat [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=3a78d930883b4664ad29d6afa5cec4be-PScovill]  
**Subject:** FW: CAFE/GHG Preamble  
**Attachments:** EO12866 LD CAFE CO2 NHTSA 2127-AL76 EPA Preamble 180730.docx

Morning!

I received the attached Preamble from NHTSA last night. Mandy gave instructions this morning to send it to OP for upload immediately, which I just did. I will send the RIA next.

Note, we have not taken a look at it here in the IO, but will start to do that now.

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**From:** Burch, Julia  
**Sent:** Tuesday, July 31, 2018 9:19 AM  
**To:** Lovell, Will (William) <lovell.william@epa.gov>  
**Cc:** Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>; Bolen, Brittany <bolen.brittany@epa.gov>; Hengst, Benjamin <Hengst.Benjamin@epa.gov>; Nickerson, William <Nickerson.William@epa.gov>; Lamson, Amy <Lamson.Amy@epa.gov>; Sutton, Tia <sutton.tia@epa.gov>; Adams, Darryl <Adams.Darryl@epa.gov>  
**Subject:** FW: CAFE/GHG Preamble

This is the latest version of the GHG/CAFÉ NPRM that we received from NHTSA last night. Mandy asked me to forward this to OP immediately for upload. I will send the RIA next.

Please let me know if you need anything else.

Thanks!

Regards,

Julia Burch  
 Office of Transportation and Air Quality  
 U.S. Environmental Protection Agency  
 202-564-0961

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**From:** Mullins, Timothy (OST) [mailto:Timothy.Mullins@dot.gov]  
**Sent:** Monday, July 30, 2018 7:24 PM

**To:** Burch, Julia <[Burch.Julia@epa.gov](mailto:Burch.Julia@epa.gov)>

**Subject:** CAFE/GHG Preamble

Julia,

Attached is the preamble; the RIA is forthcoming.

-Tim

## Message

**From:** Birgfeld, Erin [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=3383BC15DD5542E5BFF5C3DE13BA9BF2-EBIRGFEL]  
**Sent:** 8/2/2018 11:49:35 AM  
**To:** Thundiyl, Karen [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=25cfc85adc76406db1ddf8a5232eb5e8-KTHUNDIY]; Haman, Patricia [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=0ebb27cd881d41b19a30a491dc3f3f57-phaman]; Hengst, Benjamin [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=c414e2bf04a246bb987d88498eefff06-Hengst, Benjamin]; Burch, Julia [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=27b0cd43b0404bab89aef0c8d08c165f-Burch, Julia]; Charmley, William [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=fb1828fb00af42ffb68b9e0a71626d95-Charmley, William]; Grundler, Christopher [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=d3be58c2cc8545d88cf74f3896d4460f-Grundler, Christopher]; Moran, Robin [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=cdc537a0f9d5433dae083bca681af983-Moran, Robin]; Lieske, Christopher [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=c836c7dea7054dd8807120a1d401cac8-Lieske, Christopher]; Olechiw, Michael [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=9f564b92ff96459ab606eb66e5892e2d-Olechiw, Michael]; Sutton, Tia [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=25e87403f63143acbb959446512a372c-Sutton, Tia]; Mylan, Christopher [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=70798537ae234bdeb55b66364fb8f220-Mylan, Christopher]  
**Subject:** FW: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule  
**Attachments:** Fact Sheet - Alternatives\_Final\_Clean.docx; ATT00001.htm; Fact Sheet - California CAA Waiver\_Final\_Clean.docx; ATT00002.htm; Fact Sheet - Credits and Flexibilities\_Final\_Clean.docx; ATT00003.htm; Fact Sheet - EPCA Preemption\_Final\_Clean.docx; ATT00004.htm; Fact Sheet - SAFE One-Pager\_Final\_Clean.docx; ATT00005.htm; Press Release NPRM 8.1.18 5.30pm\_Final\_Clean.docx; ATT00006.htm; Fact Sheet - By the Numbers\_Final\_Clean.docx; ATT00007.htm

Hi all,

Passing along final comms materials for the announcement today. Web will be live at 8 am, press release at 8:30, and they just announced a press call with Bill W. and Heidi King at 9.

-Erin

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**From:** Millett, John  
**Sent:** Thursday, August 02, 2018 7:01 AM  
**To:** Scott-Forte, Londa <Scott-Forte.Londa@epa.gov>  
**Cc:** DeLuca, Isabel <DeLuca.Isabel@epa.gov>; Birgfeld, Erin <Birgfeld.Erin@epa.gov>; Mylan, Christopher <Mylan.Christopher@epa.gov>  
**Subject:** Fwd: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule

Hi Londa— these are the documents in the string that John K just looped you into.

When they're ready, just loop this group in, and Erin or Chris will work on posting them.

Sent from my iPhone

Begin forwarded message:

**From:** "Gunasekara, Mandy" <[Gunasekara.Mandy@epa.gov](mailto:Gunasekara.Mandy@epa.gov)>

**Date:** August 2, 2018 at 12:32:20 AM EDT

**To:** "DeLuca, Isabel" <[DeLuca.Isabel@epa.gov](mailto:DeLuca.Isabel@epa.gov)>, "Millett, John" <[Millett.John@epa.gov](mailto:Millett.John@epa.gov)>

**Cc:** "Konkus, John" <[konkus.john@epa.gov](mailto:konkus.john@epa.gov)>, "Block, Molly" <[block.molly@epa.gov](mailto:block.molly@epa.gov)>, "Beach, Christopher" <[beach.christopher@epa.gov](mailto:beach.christopher@epa.gov)>

**Subject:** **Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule**

Isabel and John,

Attached are the approved facts sheets. I confirmed with DOT that web posting of the rule should occur at 8 AM with a press release of 8:30.

We need to coordinate formatting with DOT. Chris, John and Molly (all ccd) are also looped into DOTd expectations. Please touch base with them early on and let me know if any questions.

Best,

Mandy

Sent from my iPhone

Message

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**From:** Millett, John [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=C067CAA6C93544F78C26AB08CC567D27-MILLETT, JOHN]  
**Sent:** 8/1/2018 1:35:14 PM  
**To:** Charmley, William [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=fb1828fb00af42ffb68b9e0a71626d95-Charmley, William]; Hengst, Benjamin [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=c414e2bf04a246bb987d88498eefff06-Hengst, Benjamin]; Birgfeld, Erin [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=3383bc15dd5542e5bff5c3de13ba9bf2-EBIRGFEL]  
**Subject:** FW: NHTSA Comms  
**Attachments:** Fact Sheet CAFE Credits and Flexibilities -- 30 Jul 18 1200 (ca).docx; Fact Sheet CAFE Preemption -- 30 Jul 18 1200 (ca).docx; Fact Sheet CAFE NPRM by the Numbers (ca).docx; DELIBERATIVE DRAFT - SAFE One Pager - 7-31.docx

FYI making sure you have these – in case they're helpful for Bill's request.

The one pager and the by the numbers docs look useful.

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**From:** Gunasekara, Mandy  
**Sent:** Wednesday, August 01, 2018 8:08 AM  
**To:** Millett, John <Millett.John@epa.gov>; DeLuca, Isabel <DeLuca.Isabel@epa.gov>  
**Subject:** NHTSA Comms

Attached are some of their Fact Sheets. Can you have the team scrub these as well?

**Mandy M. Gunasekara**  
Principal Deputy Assistant Administrator  
Office of Air and Radiation  
US Environmental Protection Agency

## Message

**From:** Grundler, Christopher [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=D3BE58C2CC8545D88CF74F3896D4460F-GRUNDLER, CHRISTOPHER]  
**Sent:** 5/3/2018 9:17:51 PM  
**To:** Wehrum, Bill [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=33d96ae800cf43a3911d94a7130b6c41-Wehrum, Wil]; Gunasekara, Mandy [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=53d1a3caa8bb4ebab8a2d28ca59b6f45-Gunasekara,]  
**CC:** Charmley, William [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=fb1828fb00af42ffb68b9e0a71626d95-Charmley, William]; Hengst, Benjamin [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=c414e2bf04a246bb987d88498eefff06-Hengst, Benjamin]; Cook, Leila [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=d4536ad140a1461781d78ca67921b02f-Cook, Leila]; Simon, Karl [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=4d781d1ad595415db3a4e768c2d2b3fc-Simon, Karl]  
**Subject:** FW: EPA staff review of four NHTSA Preamble Sections and two NHTSA RIA Sections for the light-duty CAFE and NPRM proposal  
**Attachments:** RIA 07 Retail Price Equivalent to OIRA 180406 Pre-Decisional Deliberative\_EPA comments May 2 2018.docx; RIA 08 Benefits Costs to OIRA Pre-Decisional Deliberative\_EPA comments May 2 2018.docx; P02A Basics of Std Analysis to OIRA 180406 Pre-Decisional Deliberative\_EPA comments May 2 2018.docx; P03 Proposed Standards to OIRA 180406 Pre-Decisional Deliberative\_EPA comments May 2 2018.docx; P04 Alternatives Considered to OIRA 180406 Pre-Decisional Deliberative\_EPA comments May 2 2018.docx; P05 Statutory Obligations to OIRA 180406 Pre-Decisional Deliberative\_EPA comments May 2 2018.docx

As promised. I have not finished my review, but in the interests of speed am forwarding to you for review at same time. Note that we are still reviewing NHTSA's preemption section, and will send any comments on tomorrow. Thanks

Chris

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Christopher Grundler, Director  
 Office of Transportation and Air Quality  
 U.S. Environmental Protection Agency  
 202.564.1682 (Washington, DC)  
 734.214.4207 (Ann Arbor, MI)

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**From:** Charmley, William  
**Sent:** Wednesday, May 02, 2018 5:11 PM  
**To:** OTAQ Materials <OTAQMaterials@epa.gov>  
**Cc:** Simon, Karl <Simon.Karl@epa.gov>; Moran, Robin <moran.robin@epa.gov>; Lieske, Christopher <lieske.christopher@epa.gov>; Orlin, David <Orlin.David@epa.gov>; Kataoka, Mark <Kataoka.Mark@epa.gov>; Buchsbaum, Seth <buchsbaum.seth@epa.gov>; Olechiw, Michael <olechiw.michael@epa.gov>  
**Subject:** EPA staff review of four NHTSA Preamble Sections and two NHTSA RIA Sections for the light-duty CAFE and NPRM proposal

The attached contain the recommended changes from the OTAQ staff for the preamble and RIA chapters EPA received through OIRA on the draft light-duty vehicle CAFE and GHG proposal.

These documents are ready to be sent to the OAR leadership for transmission to DOT and/or OIRA.

Thanks  
Bill

## Message

**From:** Birgfeld, Erin [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=3383BC15DD5542E5BFF5C3DE13BA9BF2-EBIRGFEL]  
**Sent:** 7/31/2018 1:13:27 PM  
**To:** Hengst, Benjamin [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=c414e2bf04a246bb987d88498eefff06-Hengst, Benjamin]; Grundler, Christopher [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=d3be58c2cc8545d88cf74f3896d4460f-Grundler, Christopher]; Charmley, William [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=fb1828fb00af42ffb68b9e0a71626d95-Charmley, William]; Moran, Robin [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=c414e2bf04a246bb987d88498eefff06-Moran, Robin]  
**Subject:** FW: CAFE Comms  
**Attachments:** DRAFT DOT EPA TPs.docx; ATT00001.htm

FYI – in case you haven't seen this, these are NHTSA top line messages for the roll out.

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**From:** DeLuca, Isabel  
**Sent:** Tuesday, July 31, 2018 9:10 AM  
**To:** Birgfeld, Erin <Birgfeld.Erin@epa.gov>  
**Subject:** Fwd: CAFE Comms

Here is an oldish draft of NHTSA comms that Mandy just sent.

Begin forwarded message:

**From:** "Gunasekara, Mandy" <Gunasekara.Mandy@epa.gov>  
**Date:** July 31, 2018 at 9:02:59 AM EDT  
**To:** "DeLuca, Isabel" <DeLuca.Isabel@epa.gov>  
**Cc:** "Millett, John" <Millett.John@epa.gov>  
**Subject:** RE: CAFE Comms

Attached is the latest – its from July 12 so a bit outdated, but gives us a flavor of their approach.

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**From:** DeLuca, Isabel  
**Sent:** Tuesday, July 31, 2018 8:38 AM  
**To:** Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>  
**Cc:** Millett, John <Millett.John@epa.gov>  
**Subject:** Re: CAFE Comms

Sure—we can gin something up. Do you have the latest comms from NHTSA? Want to make sure we're being consistent.

On Jul 31, 2018, at 8:33 AM, Gunasekara, Mandy <Gunasekara.Mandy@epa.gov> wrote:

Hey Isabel – can you draft up a short press release for the café rule? Give me a call if you have any questions.

**Mandy M. Gunasekara**  
Principal Deputy Assistant Administrator



Office of Air and Radiation  
US Environmental Protection Agency

## Message

**From:** Birgfeld, Erin [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=3383BC15DD5542E5BFF5C3DE13BA9BF2-EBIRGFEL]  
**Sent:** 8/2/2018 12:36:59 PM  
**To:** Thundiyil, Karen [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=25cfc85adc76406db1ddf8a5232eb5e8-KTHUNDIY]; Charmley, William [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=fb1828fb00af42ffb68b9e0a71626d95-Charmley, William]; Hengst, Benjamin [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=c414e2bf04a246bb987d88498eefff06-Hengst, Benjamin]; Haman, Patricia [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=0ebb27cd881d41b19a30a491dc3f3f57-phaman]; Burch, Julia [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=27b0cd43b0404bab89aef0c8d08c165f-Burch, Julia]; Olechiw, Michael [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=9f564b92ff96459ab606eb66e5892e2d-Olechiw, Michael]  
**CC:** Millett, John [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=c067caa6c93544f78c26ab08cc567d27-Millett, John]  
**Subject:** FW: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule  
**Attachments:** CAFE NPRM by the Numbers.docx; Fact Sheet - SAFE One-Pager.docx; Fact Sheet - Credits and Flexibilities.docx; Fact Sheet - California CAA Waiver.docx; Fact Sheet - Alternatives.docx

Sharing the final formatted fact sheets that will be posted to the EPA web.

**From:** Gunasekara, Mandy  
**Sent:** Thursday, August 02, 2018 8:29 AM  
**To:** Konkus, John <konkus.john@epa.gov>; Scott-Forte, Londa <Scott-Forte.Londa@epa.gov>; Birgfeld, Erin <Birgfeld.Erin@epa.gov>; Millett, John <Millett.John@epa.gov>  
**Cc:** DeLuca, Isabel <DeLuca.Isabel@epa.gov>; Block, Molly <block.molly@epa.gov>; Beach, Christopher <beach.christopher@epa.gov>; Grantham, Nancy <Grantham.Nancy@epa.gov>; Mylan, Christopher <Mylan.Christopher@epa.gov>  
**Subject:** RE: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule

Yes. And to clarify the next steps:

Press release – live at 8:30 from 3<sup>rd</sup> floor

Fact Sheets – ensure DOT concurrence on format and then upload to the website:

1. By the numbers
2. SAFE one-pager
3. Credits and Flexibilities
4. CAA California Waiver
5. Alternatives

Note: we will not upload the EPCA preemption doc as that is DOT.

Is that good for everyone?

**From:** Konkus, John  
**Sent:** Thursday, August 2, 2018 8:23 AM  
**To:** Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>; Scott-Forte, Londa <Scott-Forte.Londa@epa.gov>; Birgfeld, Erin <Birgfeld.Erin@epa.gov>; Millett, John <Millett.John@epa.gov>

**Cc:** DeLuca, Isabel <DeLuca.Isabel@epa.gov>; Block, Molly <block.molly@epa.gov>; Beach, Christopher <beach.christopher@epa.gov>; Grantham, Nancy <Grantham.Nancy@epa.gov>; Mylan, Christopher <Mylan.Christopher@epa.gov>

**Subject:** RE: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule

Good to send these back to DOT?

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**From:** Gunasekara, Mandy

**Sent:** Thursday, August 2, 2018 8:23 AM

**To:** Scott-Forte, Londa <Scott-Forte.Londa@epa.gov>; Birgfeld, Erin <Birgfeld.Erin@epa.gov>; Millett, John <Millett.John@epa.gov>; Konkus, John <konkus.john@epa.gov>

**Cc:** DeLuca, Isabel <DeLuca.Isabel@epa.gov>; Block, Molly <block.molly@epa.gov>; Beach, Christopher <beach.christopher@epa.gov>; Grantham, Nancy <Grantham.Nancy@epa.gov>; Mylan, Christopher <Mylan.Christopher@epa.gov>

**Subject:** RE: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule

Thank you Londa!

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**From:** Scott-Forte, Londa

**Sent:** Thursday, August 2, 2018 8:22 AM

**To:** Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>; Birgfeld, Erin <Birgfeld.Erin@epa.gov>; Millett, John <Millett.John@epa.gov>; Konkus, John <konkus.john@epa.gov>

**Cc:** DeLuca, Isabel <DeLuca.Isabel@epa.gov>; Block, Molly <block.molly@epa.gov>; Beach, Christopher <beach.christopher@epa.gov>; Grantham, Nancy <Grantham.Nancy@epa.gov>; Mylan, Christopher <Mylan.Christopher@epa.gov>

**Subject:** Re: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule

Attached is the doc with the header.

Thanks!

londa

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**LONDA SCOTT FORTE**

Visual Information Specialist

U.S. EPA

Office of Multimedia

Office of Public Affairs

6318 William Jefferson Clinton Building North (WJC Bldg North)

Washington, DC 20460

202.564.1504 (office phone)

[intranet.epa.gov/media](http://intranet.epa.gov/media)

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**From:** Gunasekara, Mandy  
**Sent:** Thursday, August 2, 2018 8:19:44 AM  
**To:** Birgfeld, Erin; Millett, John; Scott-Forte, Londa; Konkus, John  
**Cc:** DeLuca, Isabel; Block, Molly; Beach, Christopher; Grantham, Nancy; Mylan, Christopher  
**Subject:** RE: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule

Here is updated "by the numbers." Can you please add the header/formatting. Also we need to cross check the header/formatting with DOT. Konkus – can you do that with Marianne?

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**From:** Birgfeld, Erin  
**Sent:** Thursday, August 2, 2018 8:17 AM  
**To:** Gunasekara, Mandy <[Gunasekara.Mandy@epa.gov](mailto:Gunasekara.Mandy@epa.gov)>; Millett, John <[Millett.John@epa.gov](mailto:Millett.John@epa.gov)>; Scott-Forte, Londa <[Scott-Forte.Londa@epa.gov](mailto:Scott-Forte.Londa@epa.gov)>; Konkus, John <[konkus.john@epa.gov](mailto:konkus.john@epa.gov)>  
**Cc:** DeLuca, Isabel <[DeLuca.Isabel@epa.gov](mailto:DeLuca.Isabel@epa.gov)>; Block, Molly <[block.molly@epa.gov](mailto:block.molly@epa.gov)>; Beach, Christopher <[beach.christopher@epa.gov](mailto:beach.christopher@epa.gov)>; Grantham, Nancy <[Grantham.Nancy@epa.gov](mailto:Grantham.Nancy@epa.gov)>; Mylan, Christopher <[Mylan.Christopher@epa.gov](mailto:Mylan.Christopher@epa.gov)>  
**Subject:** RE: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule

OK.

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**From:** Gunasekara, Mandy  
**Sent:** Thursday, August 02, 2018 8:14 AM  
**To:** Millett, John <[Millett.John@epa.gov](mailto:Millett.John@epa.gov)>; Scott-Forte, Londa <[Scott-Forte.Londa@epa.gov](mailto:Scott-Forte.Londa@epa.gov)>; Konkus, John <[konkus.john@epa.gov](mailto:konkus.john@epa.gov)>  
**Cc:** DeLuca, Isabel <[DeLuca.Isabel@epa.gov](mailto:DeLuca.Isabel@epa.gov)>; Block, Molly <[block.molly@epa.gov](mailto:block.molly@epa.gov)>; Beach, Christopher <[beach.christopher@epa.gov](mailto:beach.christopher@epa.gov)>; Grantham, Nancy <[Grantham.Nancy@epa.gov](mailto:Grantham.Nancy@epa.gov)>; Birgfeld, Erin <[Birgfeld.Erin@epa.gov](mailto:Birgfeld.Erin@epa.gov)>; Mylan, Christopher <[Mylan.Christopher@epa.gov](mailto:Mylan.Christopher@epa.gov)>  
**Subject:** RE: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule

One sec – I have an updated "by the numbers fact sheet" will send in a minute. Do not post yet. Also, we are not going to post the one on preemption (that's DOT only).

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**From:** Millett, John  
**Sent:** Thursday, August 2, 2018 8:10 AM  
**To:** Scott-Forte, Londa <[Scott-Forte.Londa@epa.gov](mailto:Scott-Forte.Londa@epa.gov)>; Konkus, John <[konkus.john@epa.gov](mailto:konkus.john@epa.gov)>; Gunasekara, Mandy <[Gunasekara.Mandy@epa.gov](mailto:Gunasekara.Mandy@epa.gov)>  
**Cc:** DeLuca, Isabel <[DeLuca.Isabel@epa.gov](mailto:DeLuca.Isabel@epa.gov)>; Block, Molly <[block.molly@epa.gov](mailto:block.molly@epa.gov)>; Beach, Christopher <[beach.christopher@epa.gov](mailto:beach.christopher@epa.gov)>; Grantham, Nancy <[Grantham.Nancy@epa.gov](mailto:Grantham.Nancy@epa.gov)>; Birgfeld, Erin <[Birgfeld.Erin@epa.gov](mailto:Birgfeld.Erin@epa.gov)>; Mylan, Christopher <[Mylan.Christopher@epa.gov](mailto:Mylan.Christopher@epa.gov)>  
**Subject:** RE: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule

Hi Londa – could you please remove the "DRAFT-Deliberative" header and resend? These docs are final. Thank you!

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**From:** Scott-Forte, Londa  
**Sent:** Thursday, August 02, 2018 8:07 AM  
**To:** Konkus, John <[konkus.john@epa.gov](mailto:konkus.john@epa.gov)>; Gunasekara, Mandy <[Gunasekara.Mandy@epa.gov](mailto:Gunasekara.Mandy@epa.gov)>  
**Cc:** Millett, John <[Millett.John@epa.gov](mailto:Millett.John@epa.gov)>; DeLuca, Isabel <[DeLuca.Isabel@epa.gov](mailto:DeLuca.Isabel@epa.gov)>; Block, Molly <[block.molly@epa.gov](mailto:block.molly@epa.gov)>; Beach, Christopher <[beach.christopher@epa.gov](mailto:beach.christopher@epa.gov)>; Grantham, Nancy <[Grantham.Nancy@epa.gov](mailto:Grantham.Nancy@epa.gov)>; Birgfeld, Erin <[Birgfeld.Erin@epa.gov](mailto:Birgfeld.Erin@epa.gov)>; Mylan, Christopher

<Mylan.Christopher@epa.gov>

**Subject:** Re: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule

Attached is the docs with the header and the header jpg.

Thanks!

londa

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**LONDA SCOTT FORTE**

Visual Information Specialist

U.S. EPA

Office of Multimedia

Office of Public Affairs

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Washington, DC 20460

202.564.1504 (office phone)

[intranet.epa.gov/media](http://intranet.epa.gov/media)

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**From:** Konkus, John

**Sent:** Thursday, August 2, 2018 7:48:45 AM

**To:** Gunasekara, Mandy

**Cc:** Millett, John; DeLuca, Isabel; Block, Molly; Beach, Christopher; Grantham, Nancy; Birgfeld, Erin; Mylan, Christopher; Scott-Forte, Londa

**Subject:** Re: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule

Will do. Thanks.

Sent from my iPhone

On Aug 2, 2018, at 7:48 AM, Gunasekara, Mandy <[Gunasekara.Mandy@epa.gov](mailto:Gunasekara.Mandy@epa.gov)> wrote:

John can you send them all around once the format is complete? Thank you

Sent from my iPhone

On Aug 2, 2018, at 6:55 AM, Konkus, John <[konkus.john@epa.gov](mailto:konkus.john@epa.gov)> wrote:

Londa (copied) will help with formatting. That co-branded masthead is her work.

Sent from my iPhone

On Aug 2, 2018, at 6:43 AM, Millett, John <[Millett.John@epa.gov](mailto:Millett.John@epa.gov)> wrote:

Ok. Our best plan is to link to [DOT.gov](http://DOT.gov) for these materials and then catch up on formatting.

Sent from my iPhone

On Aug 2, 2018, at 6:35 AM, Konkus, John <[konkus.john@epa.gov](mailto:konkus.john@epa.gov)> wrote:

The press release is already formatted and we will be sending that out from the third floor at 8:30.

Sent from my iPhone

On Aug 2, 2018, at 6:25 AM, Millett, John <[Millett.John@epa.gov](mailto:Millett.John@epa.gov)> wrote:

One thought — with not a lot of time, can we get whoever is doing the formatting at DOT to just add the EPA seal/logo to the top along with DOT's and then send?

Is OPA in contact with them?

Sent from my iPhone

On Aug 2, 2018, at 6:22 AM, Millett, John <[Millett.John@epa.gov](mailto:Millett.John@epa.gov)> wrote:

Adding Nancy, Erin and Chris Mylan- for awareness.

Docs sent separately.

Sent from my iPhone

On Aug 2, 2018, at 12:32 AM, Gunasekara, Mandy <[Gunasekara.Mandy@epa.gov](mailto:Gunasekara.Mandy@epa.gov)> wrote:

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Message

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**From:** Myron Ebell [Myron.Ebell@cei.org]  
**Sent:** 8/2/2018 1:54:57 PM  
**To:** Myron Ebell [Myron.Ebell@cei.org]  
**Subject:** Cooler Heads Coalition alert: Trump administration releases proposed CAFE Rule

Reminder: the Cooler Heads Coalition will not hold its monthly strategy meeting in August. Our next meeting will be on Monday, 10<sup>th</sup> September, beginning at 12 noon at CEI, 1310 L Street, N. W., Seventh Floor.

**Proposed CAFÉ Rule:**

The proposed CAFÉ rule has finally been released. Everything is posted here: [www.nhtsa.gov/safe](http://www.nhtsa.gov/safe) I have pasted several items below.

It's going to need a lot of support because the environmental pressure groups and much of the mainstream media are going to go all out to turn public opinion against it. And the automakers are going to try to stay out of trouble.

## **U.S. EPA and DOT Propose Fuel Economy Standards for MY 2021-2026 Vehicles**

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**WASHINGTON** (August 2, 2018) – Today, the U.S. Environmental Protection Agency (EPA) and U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) released a notice of proposed rulemaking, the *Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks* (SAFE Vehicles Rule), to correct the national automobile fuel economy and greenhouse gas emissions standards to give the American people greater access to safer, more affordable vehicles that are cleaner for the environment.

The SAFE Vehicles Rule is the next generation of the Congressionally mandated Corporate Average Fuel Economy (CAFE) and Light-Duty Vehicle Greenhouse Gas Emissions Standards. This Notice of Proposed Rulemaking (NPRM) is the first formal step in setting the 2021-2026 Model Year (MY) standards that must be achieved by each automaker for its car and light-duty truck fleet.

In today's proposal, EPA and NHTSA are seeking public comment on a wide range of regulatory options, including a preferred alternative that locks in MY 2020 standards through 2026, providing a much-needed time-out from further, costly increases. The agencies' preferred alternative reflects a balance of safety, economics, technology, fuel conservation, and pollution reduction. It is anticipated to prevent thousands of on-road fatalities and injuries as compared to the standards set forth in the 2012 final rule. The joint proposal initiates a process to establish a new 50-state fuel economy and tailpipe carbon dioxide emissions standard for passenger cars and light trucks covering MY 2021 through 2026.

“We are delivering on President Trump’s promise to the American public that his administration would address and fix the current fuel economy and greenhouse gas emissions standards,” **said EPA Acting Administrator Andrew Wheeler**. “Our proposal aims to strike the right regulatory balance based on the most recent information and create a 50-state solution that will enable more Americans to afford newer, safer vehicles that pollute less. More realistic standards can save lives while continuing to improve the environment. We value the public’s input as we engage in this process in an open, transparent manner.”

“There are compelling reasons for a new rulemaking on fuel economy standards for 2021-2026,” **said Secretary Elaine L. Chao**. “More realistic standards will promote a healthy economy by bringing newer, safer, cleaner and more fuel-efficient vehicles to U.S. roads and we look forward to receiving input from the public.”

The current standards have been a factor in the rising cost of new automobiles to an average of \$35,000 or more—out of reach for many American families. Indeed, compared to the preferred alternative in the proposal, keeping in place the standards finalized in 2012 would add \$2,340 to the cost of owning a new car, and impose more than \$500 billion in societal costs on the U.S. economy over the next 50 years.

Additionally, a 2018 [government study](#) by NHTSA shows new model year vehicles are safer, resulting in fewer deaths and injuries when involved in accidents, as compared to older models. Therefore, the Administration is focused on correcting the current standards that restrict the American people from being able to afford newer vehicles with more advanced safety features, better fuel economy, and associated environmental benefits.

On April 2, 2018, EPA issued the Mid-Term Evaluation Final Determination which found that the MY 2022-2025 GHG standards are not appropriate and should be revised. For more than a year, the agencies worked together to extensively analyze current automotive and fuel technologies, reviewed economic conditions and projections, and consulted with other federal agency partners to ensure the most reliable and accurate analysis possible.

EPA and NHTSA are seeking public feedback to ensure that all potential impacts concerning today’s proposal are fully considered and hope to issue a final rule this winter.

The public will have 60 days to provide feedback once published at the Federal Register. Details can be found at NHTSA’s website [here](#) and EPA’s website [here](#).

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Newsroom

**Los Angeles Times** <http://www.latimes.com/politics/la-na-pol-trump-fuel-economy-20180802-story.html>

# Trump's EPA formally launches attack on California's fuel-economy rules

By Evan Halper , Tony Barboza and David Lauter

Aug 02, 2018 | 6:25 AM  
| Washington

Morning commuters face very heavy traffic on Southern California freeways. Vehicle use remains the largest single source of emissions blamed for warming the world's climate. (Irfan Khan / Los Angeles Times)

The Trump administration Thursday pushed ahead with plans to unravel the federal government's most effective action to fight climate change — aggressive fuel economy standards aimed at getting the nation's cars and trucks to average more than 50 miles per gallon by 2025.

After months of discussion and drafts, the Environmental Protection Agency and the National Highway Traffic Safety Administration formally unveiled their plan to rewrite those rules and replace them with ones so lax even automakers are wary.

The administration's proposal would freeze miles-per-gallon targets in 2020. It would also move to end California's current power to set its own, higher standards.

The administration's proposal asserts that "attempting to solve climate change, even in part" is "fundamentally different" from the Clean Air Act's "original purpose of addressing smog-related air quality problems."

The administration's proposal could set off a high-stakes legal battle with California and the 13 other states that follow its more stringent rules. Those states argue the Clean Air Act empowers them to keep the Obama-era fuel economy standards in place in their markets.

The states following California's lead account for more than a third of the vehicles sold nationwide.

The Trump administration proposal could also invalidate California's mandate that automakers sell a certain number of electric vehicles.

The rollback would undermine efforts by California and several other states to meet commitments the U.S. made in the Paris agreement on climate change. It would also worsen air quality problems in Southern California and other areas where officials are already struggling to clean smog and ease rates of asthma and other illnesses.

The release of the administration's proposal was repeatedly delayed in recent weeks as officials debated how aggressively to push. In the end, the White House approved taking a hard line, despite fears of some administration officials that their plan is based on weak evidence that will not hold up under court challenge.

The prospect of an extended legal fight has discomfited automakers, who had asked the administration to relax the Obama-era rules but don't want to see the U.S. market split in two, with different models of cars required in blue and red states.

Their unease was reflected in a statement released by Gloria Bergquist, vice president of the Alliance of Automobile Manufacturers, which urged negotiations between California and the federal government “to find a common sense solution that sets continued increases in vehicle efficiency standards while also meeting the needs of America’s drivers.”

The administration argues its proposal will reduce traffic fatalities by keeping the cost of vehicles down compared with the current emissions standards, which it claims are a safety hazard that “restrict the American people from being able to afford newer vehicles with more advanced safety features, better fuel economy, and associated environmental benefits.”

“More realistic standards can save lives while continuing to improve the environment,” said EPA Acting Administrator Andrew Wheeler.

Vehicles are the single largest cause of emissions in the U.S. that cause global warming, recently surpassing the electricity sector. The plunge in natural gas prices and other market forces have steadily lowered the climate impact of utilities, but transportation is proving more stubborn. Electric cars and trucks still account for a tiny fraction of those sold, and driver preference for SUVs, along with relatively low gas prices, have inhibited progress there.

The existing federal fuel economy targets, which were championed by California, ensure automakers keep moving toward higher efficiency vehicles, as other nations also require. The impact of freezing those targets for six years, as the administration favors, would be enormous.

The Bay Area firm Energy Innovation, which models the environmental impact of energy policies, projects the proposal would increase U.S. fuel use 20% by 2035. The firm projects the policy would cost the U.S. economy \$457 billion and cause 13,000 deaths by 2050, as air quality suffers.

But the Trump administration is arguing its plan, which it dubbed Safer and Affordable Fuel Efficient Vehicles Rule, or SAFE, would save lives, replacing current standards that officials claim drive up the cost of vehicles too much and create a safety hazard for motorists.

Those assertions are refuted by thousands of pages of data the Obama administration used in developing the regulation. In scrapping it, the administration is relying on disputed modeling that projects vehicles that get more miles to the gallon would lead motorists to drive more frequently, thus increasing the number of traffic fatalities.

The administration also projects the efficiency rules would drive up the price of cars enough to push some buyers out of the market, leaving them to remain in older vehicles lacking life-saving new technologies like assisted braking and blind spot warning.

The argument may prove a tough sell in court, where attorneys for states and environmental groups will come armed with a wealth of data undermining it.

“The fleet of new vehicles today is the most fuel efficient ever, and they have gotten safer every year,” said Luke Tonachel, director of clean vehicles and fuels at the Natural Resources Defense Council. “These arguments are not new. They have failed before.”

Federal data show the increased cost consumers would pay for the more efficient vehicles is dwarfed by the amount of money they would save at the pump, undermining the argument that drivers will stay in older, unsafe vehicles, advocates for the tougher rules say.

At a May meeting in the White House, auto firms appealed to Trump to tap the brakes on the administration's aggressive rollback plan. He assured them he would, ordering his EPA chief and Transportation secretary to try to broker a deal with California.

Those negotiations have gone nowhere. California is confident the administration has no legal authority to revoke the waiver it has been granted under the Clean Air Act allowing it to keep the Obama-era rules in place. In May, California and 16 other states filed a preemptive lawsuit arguing the rollback would be illegal.

"There is no precedent for revoking California's waiver," said Dan Becker, director of the Safe Climate Campaign of the Center for Auto Safety, an advocacy group in Washington. "There is no provision in the Clean Air Act for revoking a waiver... The world is looking to California to hold its ground."

### **CEI: Proposed Changes to CAFE Standards are Good News for Consumers**

Today, the Department of Transportation and the Environmental Protection Agency released proposed revisions to future fuel economy standards set under the Obama Administration.

Director of CEI's Center for Energy and Environment Myron Ebell said:

"The administration's announcement that it will relax future fuel economy (CAFE) standards is good news for consumers. It means that the federal government will have slightly less control over the kinds of cars and trucks people can buy. It might even cause car prices to stop increasing so rapidly. Even better news is the decision to take California out of the driver's seat for setting CAFE standards for the entire country. Letting one state make decisions for people in other states makes a bad program even worse, especially since the state is California, which has been pursuing an anti-car agenda for decades."

CEI General Counsel Sam Kazman said:

"CAFE was recognized long ago as a threat to highway safety. That recognition came from analysts, consumer advocates, and even a federal court. With today's announcement, the federal government is finally acting to reduce that threat. It's doing so despite feverish claims by environmentalists and Sacramento bureaucrats, who apparently think that the US is seceding from California. They need to get real."

CEI Senior Fellow Marlo Lewis said:

"Since California started to determine the stringency of fuel economy standards, new car prices have increased \$6,800 above the pre-2009 baseline trend, according to estimates in a Heritage Foundation study. The National Auto Dealers Association estimates the federal standards demanded by California will add \$3,000 to the cost of new motor vehicles by 2025, potentially pricing millions of low-income households out of the market for new cars. Kicking California bullies out of the fuel economy playground will expand consumer choice while making new cars more affordable."

- Marlo Lewis: Will Trump Auto Rule End California's Regulation of Fuel Economy?
- Sam Kazman in WSJ: Coffee Won't Kill You, But CAFE Might

- Myron Ebell in Sacramento Bee: [More Realistic Fuel Economy Rule Will Cut Fatalities and Lower Car Prices](#)

The headline inexplicably reads "... and lower gas prices". I've changed it below.

## Sacramento Bee

# PRO: More realistic fuel economy rule would cut traffic fatalities and lower car prices

By MYRON EBELL

*Tribune News Service*

August 02, 2018 01:00 AM

Updated 4 hours 38 minutes ago

WASHINGTON – The Trump Administration has proposed to halt the steady increases in auto fuel economy standards that were part of backroom deals made by the Obama administration with California and automakers in 2009-12.

In doing so, the administration has struck a blow for consumer choice that will be good news for drivers planning or hoping to buy a new car in the next decade. That's because the mileage mandate is one of the main causes of rapidly rising vehicle prices.

Corporate Average Fuel Economy standards were first enacted in 1975 as a response to the 1973 OPEC oil embargo. The idea was that reducing American dependence on foreign oil was a national interest more important than other factors that people consider in buying a new car, such as safety, size, performance and cost. The federal government was therefore justified in imposing a mandate that overrode consumer choice.

Even with CAFE, American dependence on foreign oil increased as more people drove many more miles and domestic oil production declined. But by 2012 it was clear that the shale oil and gas revolution was rapidly increasing domestic production and was therefore going to solve the very problem that CAFE was designed to address.

Although Congress refused to enact global warming legislation, a 2007 Supreme Court decision allowed Obama's Environmental Protection Agency to repurpose CAFE as a program to reduce greenhouse gas emissions.

The average mileage requirements were set to increase rapidly from the existing standard of 35 mpg by 2020 for passenger cars, pickup trucks and SUVs to 54.5 mpg by 2025.

After reviewing the impacts of the new standards, the Department of Transportation and EPA have now decided to scale back the rate of annual increases, and then flatline CAFE at 37 mpg from 2020 to 2026.

Meeting ever more stringent fuel economy standards is driving up new vehicle prices. Sticker shock is thereby causing a lot of people to hang on to their current cars. The average age of all cars on the road is now at an all-time high of over 11 1/2 years.

The Transportation Department's analysis shows that having so many 15- to 25 year-old cars on the road is a major safety concern. Not only are newer cars safer, but systems such as braking and airbags become less reliable as cars get older.

Freezing CAFE standards will make new cars more affordable for millions of Americans and also allow many of them to buy bigger and hence even safer new models.

How much safer will be hotly debated. The Transportation Department concludes that the proposed changes will prevent about 1,000 traffic fatalities a year. If that number is anywhere close to reality, then it is going to be hard to argue against making those changes.

Supporters of CAFE respond by pointing to polls showing strong public support for higher fuel economy standards. The polls are no doubt accurate on that one question, but they fail to ask whether you would support higher fuel economy standards if it meant that the vehicles you could buy were smaller, less safe and more expensive.

That there are trade-offs between price, safety, fuel economy, size, and performance is the key point. Federal CAFE standards have limited consumer choice and forced consumers either to buy models that they would not otherwise buy or to put off buying new cars altogether.

For many people, fuel economy will still be the most important factor in choosing a new car. The good news for them is that the Trump administration's action will in no way prevent them from buying a model that gets great gas mileage. The good news for everyone else is that the choice of models will be much wider than if the CAFE standard remained 54.5 mpg.

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(Myron Ebell is director of the Center for Energy and Environment at the Competitive Enterprise Institute in Washington. He was the EPA team leader for the Trump presidential transition in 2016.)

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<https://www.sacbee.com/news/news-services/article215964715.html> Also at:  
<https://www.bellinghamherald.com/news/news-services/article215964690.html#storylink=cpy>

## **CON: Slashing current mpg rules would adversely affect all Americans**

By MICHAEL E. KRAFT  
*Tribune News Service*

<https://www.sacbee.com/news/news-services/article215964715.html>

# **Will Trump Auto Rule End California's Regulation of Fuel Economy?**

Marlo Lewis, Jr. • August 1, 2018



The Trump administration is expected tomorrow to release its proposed revisions of the Obama administration's Corporate Average Fuel Economy (CAFE) and motor vehicle greenhouse gas emission standards for model years 2021 and later. On Saturday, July 28, The New York Times posted a leaked draft that the National Highway Traffic Safety Administration (NHTSA) sent in May to the White House for review. The question of the hour is whether the final draft released tomorrow will retain or retreat from the May draft's bold initiatives.

### **Bold Initiatives**

The leaked draft is the perfect complement to the Environmental Protection Agency's (EPA) proposal to repeal the Clean Power Plan and President Trump's decision to withdraw from the Paris climate treaty. The proposal NHTSA sent to the White House in May would topple the third pillar of President Obama's so-called climate policy legacy. It's not just that CAFE standards for passenger cars would plateau in 2020 at 43 miles per gallon rather than rise to 54.5 mpg in 2025, as contemplated in the Obama administration's 2012 rulemaking. More importantly, the leaked draft would permanently change the institutional framework and political dynamics of fuel economy policy. Specifically, it would eliminate California's power to establish carbon dioxide tailpipe standards and mandate sales of zero-emission vehicles—policies that effectively regulate fuel economy.

In other words, the leaked draft is a plan for regime change. That is bold, but also conservative because the proposal would restore the statutory system Congress enacted. Congress never authorized California to regulate fuel economy. Indeed, when Congress created the CAFE program in 1975, it expressly prohibited states from adopting or enforcing laws or regulations "related to" fuel economy.

### **Case for Preemption**

Laws made pursuant to the Constitution "shall be the supreme law of the land . . . anything in the laws or constitution of any state to the contrary notwithstanding" (Article VI). Congress in 1975 enacted the Environmental Policy and Conservation Act (EPCA), which created the national fuel economy program. EPCA's express preemption of state laws or regulations relating to fuel economy is, as the leaked draft says, "broad and clear":

When an average fuel economy standard prescribed under this chapter is in effect, a State or a political subdivision of a State may not adopt or enforce a law or regulation related to fuel economy standards or average fuel economy standards for automobiles covered by an average fuel economy standard under this chapter [49 U.S.C. 32919].

The draft goes on to point out that unlike section 209(b) of the Clean Air Act, which allows EPA to waive federal preemption of state automobile emission standards, "EPCA does not allow for a waiver of preemption." It continues:

Nor does EPCA allow for states to establish or enforce an identical or equivalent regulation. In a further indication of Congress' intent to ensure that state regulatory schemes do not impinge upon EPCA's goals, the statute preempts state laws merely *related to* fuel economy standards or average fuel economy standards.

The leaked draft cites three Supreme Court cases establishing that the phrase "related to" in preemption statutes is broad. As in common speech, it signifies that one thing stands in some relation to another thing, has some bearing on it, refers or pertains to it, etc.

As it happens, the functional relationship between greenhouse gas tailpipe standards and fuel economy standards is so close that "greenhouse gas emissions, and particularly carbon dioxide emissions, are mathematically linked to fuel economy and therefore regulations limiting tailpipe carbon dioxide emissions are directly related to fuel economy."

Although Obama administration officials would later deny under oath that fuel economy standards and greenhouse gas tailpipe standards are “related,” the Obama EPA and NHTSA’s first joint motor vehicle standards rulemaking in 2010 described the relationship as “very direct and close.” That’s because carbon dioxide constitutes 94 percent of all motor vehicle greenhouse gas emissions, and “there is a single pool of technologies . . . that reduce fuel consumption and thereby reduce CO2 emissions as well” (75 FR 25326-25327).

The leaked draft concludes:

Since there is but one pool of technologies for reducing tailpipe CO2 emissions and increasing fuel economy available now and for the foreseeable future, regulation of CO2 emissions and fuel consumption are inextricably linked. Such state regulations [as California’s greenhouse gas motor vehicle standards] are therefore unquestionably “related” and expressly preempted under 49 U.S.C. 32919.

Nor is that all. Other state standards that “have the effect of regulating CO2 emissions or fuel economy are likewise related to fuel economy standards, and likewise preempted.” That means EPCA also preempts California’s Zero Emission Vehicle (ZEV) mandates:

Likewise, a state law prohibiting all tailpipe emissions, carbon or otherwise, from some or all vehicles sold in the state, would relate to fuel economy standards and be preempted by EPCA, since the majority of tailpipe emissions consist of CO2. We recognize that this preempts state programs, such as California’s ZEV mandate, that establish requirements that a portion of a vehicle’s fleet sold or purchased consist of vehicles that produce no tailpipe emissions.

## Breaking New Ground

Most of the foregoing points have been made before, but the leaked draft also breaks new ground. It rebuts in detail *Green Mountain Chrysler v. Crombie* (2007) and *Central Valley Chrysler-Jeep, Inc. v. Goldstene* (2008)—cases in which district courts in Vermont and California ruled that EPCA does not preempt state motor vehicle greenhouse gas standards. Citing *Green Mountain*, the Obama EPA subsequently granted a waiver authorizing California to implement AB 1493, the state’s motor vehicle greenhouse gas emissions law.

For brevity’s sake, I will summarize (and modestly embellish) a few key points in the leaked draft’s rebuttal, focusing on the *Central Valley* decision, which purports to be the more definitive ruling.

In *Central Valley*, the California district court argued that because Congress wants to respect states’ “historic police powers,” express preemption statutory provisions “should be given a narrow interpretation.” It then concluded that the “narrowest interpretation consistent with the plain language of EPCA’s preemptive provision is that it encompasses only those state regulations that are explicitly aimed at the establishment of fuel economy standards, or that are the de facto equivalent of mileage regulation . . .” Since AB 1493 explicitly aims at controlling greenhouse gases, not fuel economy, and also regulates motor vehicle refrigerants, which are not related to fuel economy, EPCA does not preempt AB 1493, the court reasoned.

There are several problems here. Labels do not determine the nature of things. The direct functional relationship between fuel economy and greenhouse gas motor vehicle standards is not affected by the “explicit” language used to describe their purposes.

As it happens, because the functional relationship between the two types of standards is close and inherent, proponents routinely tout greenhouse gas standards as a means to boost fuel economy and CAFE standards as a means to reduce greenhouse gas emissions. Moreover, “the explicit purpose of the ZEV program is to affect fuel economy.”

While California's motor vehicle greenhouse gas standards also apply to air conditioner refrigerants based on their global warming potential, such refrigerant emissions represent a small fraction of total motor vehicle greenhouse gas emissions—5.1 percent according to EPA and NHTSA's 2010 joint rule (75 FR 25424). Nearly all the rest, as noted above, is carbon dioxide from motor fuel combustion, and regulating carbon dioxide emissions inextricably regulates fuel economy. Thus AB 1493 cannot escape preemption by commingling refrigerant standards with tailpipe carbon dioxide standards.

By the same token, because greenhouse gas emissions from air conditioner refrigerants “have no relation to fuel economy,” they are “outside the scope of EPCA preemption.” Accordingly, the leaked draft concludes that “states can pass laws specifically regulating or even prohibiting such vehicular refrigerant leakage” and “EPCA would not preempt such laws, if narrowly drafted so as not to include tailpipe CO2 emissions.”

The *Central Valley* court's argument that EPCA's preemption language must be interpreted narrowly ignores the plain fact that the EPCA preemption, covering anything “related to” fuel economy standards, is very broad. It is not possible to interpret a broad preemption narrowly without interpreting it loosely.

The court's key argument is that once EPA grants California a Clean Air Act waiver to adopt its own motor vehicle emission standards, those standards become “other standards of the [federal] government,” hence are not subject to EPCA preemption, which applies only to state and local laws or regulations. But if that opinion were correct, it wouldn't matter if AB 1493 explicitly establishes fuel economy standards or is just mileage regulation by another name. EPA could still make the California standards “federal” and immune to EPCA preemption just by pronouncing the magic words: “Waiver granted!” In short, the court's legal theory would give states free rein to openly and unequivocally regulate fuel economy—clearly not what Congress intended.

The foregoing *reductio ad absurdum* refutation is not in the leaked draft but it complements the document's case law argument, which may be summarized as follows. Before California could request a waiver for AB 1493, it first had to enact the statute, and the California Air Resources Board (CARB) had to develop the implementing regulations. EPA can grant a waiver only for lawful statutes and regulations. However, AB 1493 and the associated rules were invalid under federal law from the get-go. As the leaked draft puts it, “When a state establishes a standard related to fuel economy, it does so in violation of EPCA's preemption statute and the standard is therefore void *ab initio* [from the beginning].”

The draft continues:

Federal preemption is rooted in the Supremacy Clause of the U.S. Constitution. Courts have long recognized that the Supremacy Clause of the Constitution gives Congress the power to specifically preempt State law. Broadly speaking, the United States Supreme Court has long held that “an act done in violation of a statutory prohibition is void,” and has specifically noted that such acts are not merely “voidable at the instance of the government,” but void from the outset. The Ninth Circuit stated it more plainly: “Under federal law, an act occurring in violation of a statutory mandate is void *ab initio*.” Discussing the Supremacy Clause, the Supreme Court explicitly explained that, “[i]t is basic to this constitutional command that all conflicting state provisions be without effect.” And at least one Federal Court of Appeals explicitly stated that the Supremacy Clause means “state laws that ‘interfere with, or are contrary to the laws of Congress’ are void *ab initio*.”

Here I would also note that the *Central Valley* court repeatedly acknowledges that the “touchstone” in preemption cases is “what Congress intended.” Congress clearly intended to preempt state regulation of fuel economy. When the Obama EPA granted California a waiver to implement AB 1493, it did not merely authorize California to participate in fuel economy regulation. It set the stage for CARB to be the lead agency in determining fuel economy standards.

How so? Again, California's motor vehicle greenhouse gas standards primarily regulate fuel economy. That positions California to propose *de facto* fuel economy standards more aggressive than the explicit fuel economy standards NHTSA proposes. The auto industry desperately wants to avoid being subject to conflicting fuel economy requirements, but AB 1493 imposes no obligation on CARB to "harmonize" its standards with NHTSA's. Moreover, California has no incentive to adjust its standards to match NHTSA's because most auto companies and auto workers reside outside the state. Consequently, California's political elites face no blowback at the polls from indulging in fuel economy zealotry.

Accordingly, in negotiations over the so-called One National Vehicle Program, California always has the whip hand. CARB can imperil businesses and jobs beyond its borders just by hinting that it will "de-couple" from the federal agencies should any future administration dare to relax the Obama administration standards. That is exactly the situation we have today.

CARB filed a preemptive lawsuit months before EPA and NHTSA proposed any specific revisions to the Obama rules, and months before that threatened to enforce its own separate standards. CARB has thus exposed for all to see that the "one national program" was never more than an uneasy truce wired to fall apart whenever California does not get its way. "Harmony" exists only as long as the feds dance to CARB's tune.

The enormity of California's intrusion into fuel economy regulation has become painfully obvious. A California-led fuel economy regime upends Congress's clear and manifest purpose.

Myron Ebell  
 Director, Center for Energy and Environment  
 Competitive Enterprise Institute  
 1310 L Street, N. W., Seventh Floor  
 Washington, DC 20005, USA  
 Tel direct: (202) 331-2256  
 Tel mobile: (202) 320-6685  
 E-mail: [Myron.Ebell@cei.org](mailto:Myron.Ebell@cei.org)  
*Stop continental drift!*

Appointment

---

**From:** Dominguez, Alexander [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=5CED433B4EF54171864ED98A36CB7A5F-DOMINGUEZ,]  
**Sent:** 5/24/2018 6:34:37 PM  
**To:** Gunasekara, Mandy [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=53d1a3caa8bb4ebab8a2d28ca59b6f45-Gunasekara,]; Alexander Dominguez (dominguez.alexander@epa.gov) [dominguez.alexander@epa.gov]  
**BCC:** DCRoomARN5415PolyPCTB/DC-ARN-OAR [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=user2c066053]  
**Subject:** Meeting: Securing America's Future Energy  
**Attachments:** RE: SAFE Report on Fuel Economy Standards  
**Location:** 5415 WJCN  
  
**Start:** 5/30/2018 8:30:00 PM  
**End:** 5/30/2018 9:00:00 PM  
**Show Time As:** Busy

To: Mandy Gunasekara, Alexander Dominguez

## Attendees:

Chuck Cunningham

Robbie Diamond

Joe Ryan

Message

---

**From:** Gunasekara.Mandy@epa.gov [Gunasekara.Mandy@epa.gov]  
**Sent:** 8/2/2018 11:59:05 AM  
**To:** konkus  
**Subject:** Fact Sheet CAFE NPRM by the Numbers.docx  
**Attachments:** Fact Sheet CAFE NPRM by the Numbers.docx; ATT00001.txt

Message

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**From:** Gunasekara.Mandy@epa.gov [Gunasekara.Mandy@epa.gov]  
**Sent:** 8/2/2018 11:53:30 AM  
**Subject:** C8E6221A-05CC-42B6-9F10-0D91C8C0B650  
**Attachments:** Press Release NPRM 8.1.18 5.30pm\_Final\_Clean.docx; ATT00001.txt

## Message

**From:** Konkus, John [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=555471B2BAA6419E8E141696F4577062-KONKUS, JOH]  
**Sent:** 8/3/2018 8:24:01 PM  
**To:** Gunasekara, Mandy [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=53d1a3caa8bb4ebab8a2d28ca59b6f45-Gunasekara,]  
**Subject:** FW: Follow-up CAFE questions

Do you think it's worth talking on the phone with the reporter here? Might be easier and lead to a better outcome.

---

**From:** Laris, Michael [mailto:Michael.Laris@washpost.com]  
**Sent:** Friday, August 3, 2018 4:16 PM  
**To:** Press <Press@epa.gov>  
**Subject:** Follow-up CAFE questions

Hello. I'm hoping you can help explain questions raised about the figures in this table in the NPRM. I also am hoping, on deadline today, to understand the administration's perspective on several criticisms that have been raised about the CAFE proposal. Thank you for the help.

In the following table:

**Table VII-88 - Cumulative Changes in Fleet Size, Usage and Fatalities for MY's 1975-2029 Under CAFE Program**

The decrease in VMT with rebound is listed at 1.5 trillion

The decrease in VMT without rebound is listed at 700 billion, or almost half.

**Question 1:**

How much of the drop in VMT without rebound is because of: Higher costs of CAFE standards lead to people to slow buying new cars, leaving them in older, less safer cars?

**Question 1b**

About what percentage of the drop in VMT without rebound is because of something else? And what is that something else?

**Question 2**

A longtime CAFE expert says it appears the NHTSA model is greatly overstating the VMT drop-off, leaving a misleading picture about safety. Is that accurate?

**Question 3**

Some critics have asserted that the administration proposal deliberately overstates the drop-off in VMT to make the fatality numbers look higher, thus supporting the concept of freezing CAFE standards. Other critics say there is instead a major flaw in the NHTSA model. What is your response to those criticisms?

**Question 4**

An economist who's work was cited in the proposal said the administration's estimates that complying with Obama-era requirements would cost auto makers more than \$2,000 per vehicle does not account for flexibilities that manufacturers have and the advances in technology in recent years and that the statistics were cherry-picked to lead to particular results. What is your response to that?



Question 5

One critic said the administration used "very simplified assumptions" to estimate fatalities that ignore the dispersion of the weight of vehicles in a crash and that are tied safety largely to the age of a vehicle. Is that accurate?

Question 6

Did administration officials essentially cut the climate-related benefits of higher fuel economy standards down to nothing, as has been asserted by some? If so, why?

Thank you. Mike

Michael Laris  
Washington Post Staff Writer  
202-334-6595 w  
202-841-0965 c  
@mikelarlis

## Message

**From:** Bennett, Tate [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=1FA92542F7CA4D01973B18B2F11B9141-BENNETT, EL]  
**Sent:** 8/6/2018 2:45:04 PM  
**To:** Gunasekara, Mandy [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=53d1a3caa8bb4ebab8a2d28ca59b6f45-Gunasekara,]  
**Subject:** Fwd: U.S. EPA and DOT Propose Fuel Economy Standards for MY 2021-2026 Vehicles

Begin forwarded message:

**From:** "Reaves, Doretta" <Reaves.Doretta@epa.gov>  
**Date:** August 6, 2018 at 10:35:50 AM EDT  
**To:** "Tanner, Lee" <Tanner.Lee@epa.gov>, "Bennett, Tate" <Bennett.Tate@epa.gov>  
**Subject:** U.S. EPA and DOT Propose Fuel Economy Standards for MY 2021-2026 Vehicles

Good morning,

Please see the letter from the National Religious Coalition on Creation Care regarding the Propose Fuel Economy.

Thank you so much.

Doretta

---

**From:** fred@ecostewards.org [mailto:fred@ecostewards.org]  
**Sent:** Thursday, August 2, 2018 6:09 PM  
**To:** noreply-subscriptions <noreply-subscriptions@epa.gov>; Caporale, Cynthia <Caporale.Cynthia@epa.gov>; Tunis, Catherine <Tunis.Catherine@epa.gov>; OIG WEBCOMMENTS <OIG\_WEBCOMMENTS@epa.gov>  
**Cc:** Allen Johnson <allen@christiansforthemountains.org>; Constance Hanson <Personal Email / Ex. 6>; DAVID W CARROLL <Personal Email / Ex. 6>; Gerald <gerald.durley@Personal Email / Ex. 6>; Jim and Sue Davidson <Personal Email / Ex. 6>; Owen Owens <Personal Email / Ex. 6>  
**Subject:** Re: U.S. EPA and DOT Propose Fuel Economy Standards for MY 2021-2026 Vehicles

Dear EPA officials,

This news release is highly misleading. Shame on your for providing a glossy incomplete report about a rule change that will raise illness and death rates, especially among poor people. Actions like this are not what Congress created the EPA to do. You are supposed to protect the environment, not protect industry profits.

This rule that reduces fuel efficiency standards will exacerbate climate change, create more air pollution, and cause more children to have asthma.

You guys smile (and write) like crooks who are trying to cheat poor people out of pennies while you act on behalf of rich and powerful corporations.

There is a special place for people who deceive like this that is waiting for you.

This is a dishonest and deceptive news release. It will favor big clunky vehicles over fuel efficient cars. This is not what is in the best interests of our nation.

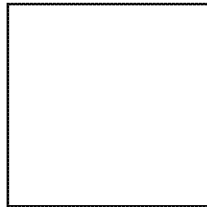
My apologies if I am sending this comment to the wrong address/es. Please forward this to the PR and ethics departments or wherever it is appropriate. The EPA website no longer makes it easy to find email addresses for comments.

My best to you all,

Fred Krueger

PO Box 7348, Santa Rosa, CA 95407

On 2018-08-02 16:36, Office of Public Engagement wrote:



## **U.S. EPA and DOT Propose Fuel Economy Standards for MY 2021-2026 Vehicles**

**WASHINGTON** — (Aug. 2, 2018) Today, the U.S. Environmental Protection Agency (EPA) and U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) released a notice of proposed rulemaking, the *Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks* (SAFE Vehicles Rule), to correct the national automobile fuel economy and greenhouse gas emissions standards to give the American people greater access to safer, more affordable vehicles that are cleaner for the environment.

The SAFE Vehicles Rule is the next generation of the Congressionally mandated Corporate Average Fuel Economy (CAFE) and Light-Duty Vehicle Greenhouse Gas Emissions Standards. This Notice of Proposed Rulemaking (NPRM) is the first formal step in setting the 2021-2026 Model Year (MY) standards that must be achieved by each automaker for its car and light-duty truck fleet.

In today's proposal, EPA and NHTSA are seeking public comment on a wide range of regulatory options, including a preferred alternative that locks in MY 2020 standards through 2026, providing a much-needed time-out from further, costly increases. The agencies' preferred alternative reflects a balance of safety, economics, technology, fuel conservation, and pollution reduction. It is anticipated to prevent thousands of on-road fatalities and injuries as compared to the standards set forth in the 2012 final rule. The joint proposal initiates a process to establish a new 50-state fuel economy and tailpipe carbon dioxide emissions standard for passenger cars and light trucks covering MY 2021 through 2026.

"We are delivering on President Trump's promise to the American public that his administration would address and fix the current fuel economy and greenhouse gas emissions standards," **said EPA Acting Administrator Andrew Wheeler.** "Our proposal aims to strike the right regulatory

balance based on the most recent information and create a 50-state solution that will enable more Americans to afford newer, safer vehicles that pollute less. More realistic standards can save lives while continuing to improve the environment. We value the public's input as we engage in this process in an open, transparent manner."

"There are compelling reasons for a new rulemaking on fuel economy standards for 2021-2026," **said Secretary Elaine L. Chao.** "More realistic standards will promote a healthy economy by bringing newer, safer, cleaner and more fuel-efficient vehicles to U.S. roads and we look forward to receiving input from the public."

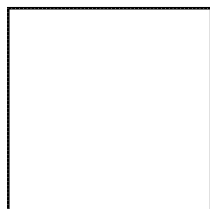
The current standards have been a factor in the rising cost of new automobiles to an average of \$35,000 or more—out of reach for many American families. Indeed, compared to the preferred alternative in the proposal, keeping in place the standards finalized in 2012 would add \$2,340 to the cost of owning a new car, and impose more than \$500 billion in societal costs on the U.S. economy over the next 50 years.

Additionally, a 2018 government study by NHTSA shows new model year vehicles are safer, resulting in fewer deaths and injuries when involved in accidents, as compared to older models. Therefore, the Administration is focused on correcting the current standards that restrict the American people from being able to afford newer vehicles with more advanced safety features, better fuel economy, and associated environmental benefits.

On April 2, 2018, EPA issued the Mid-Term Evaluation Final Determination which found that the MY 2022-2025 GHG standards are not appropriate and should be revised. For more than a year, the agencies worked together to extensively analyze current automotive and fuel technologies, reviewed economic conditions and projections, and consulted with other federal agency partners to ensure the most reliable and accurate analysis possible.

EPA and NHTSA are seeking public feedback to ensure that all potential impacts concerning today's proposal are fully considered and hope to issue a final rule this winter.

The public will have 60 days to provide feedback once published at the Federal Register. Details can be found at NHTSA's website [here](#) and EPA's website [here](#).



If you would rather not receive future communications from US EPA, Office of Public Engagement, let us know by clicking [here](#).  
US EPA, Office of Public Engagement, 1200 Pennsylvania Avenue NW, Washington, DC 20460 United States

Message

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**From:** Robbie Diamond [RDiamond@secureenergy.org]  
**Sent:** 5/31/2018 3:47:46 PM  
**To:** Gunasekara, Mandy [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=53d1a3caa8bb4ebab8a2d28ca59b6f45-Gunasekara,]  
**CC:** chuckc@visi.net  
**Subject:** Safety Memo  
**Attachments:** LDV FE Memo Safety EPA 2018-05-30.pdf

Mandy,

It was a really great discussion yesterday. Thanks for the time.

Per our discussion, attached is a short memo on the relationship between safety and fuel economy. It draws largely from NHTSA's own findings in the TAR as well some outside—but related—studies. We are happy to elaborate on any part of it.

Please let me know if there is more that could be helpful.

I will send you more info on the cost of cars very soon.

Thanks so much.

Regards,  
Robbie

## Message

**From:** Chuck Cunningham [ccunningham@secureenergy.org]  
**Sent:** 5/22/2018 4:06:58 PM  
**To:** Dominguez, Alexander [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=5ced433b4ef54171864ed98a36cb7a5f-Dominguez,]  
**CC:** Gunasekara, Mandy [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=53d1a3caa8bb4ebab8a2d28ca59b6f45-Gunasekara,]  
**Subject:** RE: SAFE Report on Fuel Economy Standards

Since this week did not work for us, how about next week (excluding Friday)?

---

**From:** Dominguez, Alexander [mailto:dominguez.alexander@epa.gov]  
**Sent:** Thursday, May 17, 2018 6:41 AM  
**To:** Chuck Cunningham <ccunningham@secureenergy.org>  
**Cc:** Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>  
**Subject:** RE: SAFE Report on Fuel Economy Standards

Morning Scott – Apologies for the delay in getting back to you. Could you do Monday, May 21 at 12:00 or 12:30?

---

**From:** Chuck Cunningham [mailto:ccunningham@secureenergy.org]  
**Sent:** Monday, May 14, 2018 3:58 PM  
**To:** Dominguez, Alexander <dominguez.alexander@epa.gov>  
**Cc:** Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>  
**Subject:** RE: SAFE Report on Fuel Economy Standards

Thanks for your message. What date and time works for this meeting next week?

---

**From:** Dominguez, Alexander [mailto:dominguez.alexander@epa.gov]  
**Sent:** Tuesday, May 08, 2018 10:39 AM  
**To:** Chuck Cunningham <ccunningham@secureenergy.org>  
**Cc:** Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>  
**Subject:** RE: SAFE Report on Fuel Economy Standards

Hey Chuck,

Would you be able to do a call? If so, Mandy has availability tomorrow at 9:00 or 12:00. If would like to meet in person we can look at the week of the 21<sup>st</sup>, but unfortunately that is the earliest she has available. Just let me know.

Best,  
 Alex

**Alex Dominguez**  
 Policy Analyst to the Principal Deputy  
 Office of Air and Radiation  
 U.S. Environmental Protection Agency

---

**From:** Chuck Cunningham [mailto:ccunningham@secureenergy.org]  
**Sent:** Tuesday, May 8, 2018 10:09 AM  
**To:** Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>

**Cc:** Dominguez, Alexander <[dominguez.alexander@epa.gov](mailto:dominguez.alexander@epa.gov)>

**Subject:** Re: SAFE Report on Fuel Economy Standards

Good deal. Much thanks.

----- Original message -----

From: "Gunasekara, Mandy" <[Gunasekara.Mandy@epa.gov](mailto:Gunasekara.Mandy@epa.gov)>

Date: 5/7/18 3:45 PM (GMT-05:00)

To: Chuck Cunningham <[ccunningham@secureenergy.org](mailto:ccunningham@secureenergy.org)>

Cc: "Dominguez, Alexander" <[dominguez.alexander@epa.gov](mailto:dominguez.alexander@epa.gov)>

Subject: RE: SAFE Report on Fuel Economy Standards

Hey Chuck,

Apologies for the late response! I'd be happy to meet. I'm looping in Alex to help find a time that will work.

I look forward to catching up soon.

Best,

Mandy

---

**From:** Chuck Cunningham [<mailto:ccunningham@secureenergy.org>]

**Sent:** Tuesday, May 1, 2018 3:47 PM

**To:** Gunasekara, Mandy <[Gunasekara.Mandy@epa.gov](mailto:Gunasekara.Mandy@epa.gov)>

**Subject:** RE: SAFE Report on Fuel Economy Standards

**Importance:** High

Hope that all is well with you. We at SAFE have some new information available for your consideration relating to fuel economy standards. Can we meet with you next week to present and discuss?

---

**From:** Chuck Cunningham

**Sent:** Tuesday, April 10, 2018 7:33 PM

**To:** Gunasekara, Mandy (EPA) <[Gunasekara.Mandy@epa.gov](mailto:Gunasekara.Mandy@epa.gov)>

**Subject:** SAFE Report on Fuel Economy Standards

Mandy:

I thought that you might find our report released today to be interesting and helpful. Great seeing you last week.

Chuck



FOR IMMEDIATE RELEASE

## SAFE Report Identifies Opportunity to Modernize Fuel Economy Standards, Saving

# Lives while Reducing Fuel Demand by 18-25 Percent

Contact: Bridget Bartol | 202.461.2361 | [bbartol@secureenergy.org](mailto:bbartol@secureenergy.org)  
APRIL 10, 2018

**Washington, D.C.**—Following the Environmental Protection Agency’s (EPA) decision to revisit vehicle efficiency standards for model years 2022 – 2025, Securing America’s Future Energy (SAFE) released an analysis finding that 18 – 25 percent system-wide fuel economy savings could be realized by using existing and emerging driver assist and autonomous vehicle technologies while saving thousands of lives. The report proposes a program that would encourage automakers through the off-cycle credit program to deploy several of these technologies in exchange for real world data that can determine the long-term potential to save lives, increase system-wide fuel efficiency, and reduce emissions.

“The transportation sector is undergoing one of its most profound transformations in history, and SAFE believes the deployment of advanced vehicle technologies will save lives and fuel,” said Robbie Diamond. “By leveraging the off-cycle credit program, this proposal will provide a platform for incorporating and testing a full suite of advanced vehicle technologies. The upside potential is so great to society that it is worth seizing this opportunity. This technology revolution offers the Trump Administration and California one pathway to find agreement on a strong long-term standard while offering flexibility to the auto industry to achieve it.”

The report, *Using Fuel Efficiency Regulations to Conserve Fuel and Save Lives by Accelerating Industry Investment in Autonomous and Connected Vehicles*, explores the EPA’s off-cycle credit program as a potential mechanism to carry out this program. As part of the program, automakers could earn compliance credits for a set timeframe of three to five years, in exchange for deploying the selected technologies widely and sharing the data collected about the technologies’ performance with regulators. Should the technology be proven to improve efficiency, lower emissions, and increased safety, regulators would have the data necessary to account for these technologies in future compliance periods.

In addition to significant fuel savings, SAFE’s analysis also includes findings that existing crash avoidance technologies could prevent an estimated 9,900 fatalities.

The full report can be accessed [here](#).

[HTTP://SECUREENERGY.ORG/PRESS/SAFE-REPORT-IDENTIFIES-OPPORTUNITY-MODERNIZE-FUEL-ECONOMY-STANDARDS- SAVING-LIVES-REDUCING-FUEL-DEMAND-18-25-PERCENT/](http://secureenergy.org/press/safe-report-identifies-opportunity-modernize-fuel-economy-standards-saving-lives-reducing-fuel-demand-18-25-percent/)

###

Spam



Phish/Fraud

Not spam

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## Message

**From:** Chuck Cunningham [ccunningham@secureenergy.org]  
**Sent:** 5/8/2018 5:58:03 PM  
**To:** Dominguez, Alexander [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=5ced433b4ef54171864ed98a36cb7a5f-Dominguez,]  
**CC:** Gunasekara, Mandy [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=53d1a3caa8bb4ebab8a2d28ca59b6f45-Gunasekara,]  
**Subject:** RE: SAFE Report on Fuel Economy Standards

Thanks for your message. Let's try the week of May 21 for an in-person meeting.

---

**From:** Dominguez, Alexander [mailto:dominguez.alexander@epa.gov]  
**Sent:** Tuesday, May 08, 2018 10:39 AM  
**To:** Chuck Cunningham <ccunningham@secureenergy.org>  
**Cc:** Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>  
**Subject:** RE: SAFE Report on Fuel Economy Standards

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**Alex Dominguez**  
 Policy Analyst to the Principal Deputy  
 Office of Air and Radiation  
 U.S. Environmental Protection Agency

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**Sent:** Tuesday, May 8, 2018 10:09 AM  
**To:** Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>  
**Cc:** Dominguez, Alexander <dominguez.alexander@epa.gov>  
**Subject:** Re: SAFE Report on Fuel Economy Standards

Good deal. Much thanks.

----- Original message -----

**From:** "Gunasekara, Mandy" <Gunasekara.Mandy@epa.gov>  
**Date:** 5/7/18 3:45 PM (GMT-05:00)  
**To:** Chuck Cunningham <ccunningham@secureenergy.org>  
**Cc:** "Dominguez, Alexander" <dominguez.alexander@epa.gov>  
**Subject:** RE: SAFE Report on Fuel Economy Standards

Hey Chuck,  
 Apologies for the late response! I'd be happy to meet. I'm looping in Alex to help find a time that will work. I look forward to catching up soon.

Best,  
Mandy

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**From:** Chuck Cunningham [<mailto:ccunningham@secureenergy.org>]  
**Sent:** Tuesday, May 1, 2018 3:47 PM  
**To:** Gunasekara, Mandy <[Gunasekara.Mandy@epa.gov](mailto:Gunasekara.Mandy@epa.gov)>  
**Subject:** RE: SAFE Report on Fuel Economy Standards  
**Importance:** High

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**From:** Chuck Cunningham  
**Sent:** Tuesday, April 10, 2018 7:33 PM  
**To:** Gunasekara, Mandy (EPA) <[Gunasekara.Mandy@epa.gov](mailto:Gunasekara.Mandy@epa.gov)>  
**Subject:** SAFE Report on Fuel Economy Standards

Mandy:

I thought that you might find our report released today to be interesting and helpful. Great seeing you last week.

Chuck



FOR IMMEDIATE RELEASE

# SAFE Report Identifies Opportunity to Modernize Fuel Economy Standards, Saving Lives while Reducing Fuel Demand by 18-25 Percent

Contact: Bridget Bartol | 202.461.2361 | [bbartol@secureenergy.org](mailto:bbartol@secureenergy.org)  
APRIL 10, 2018

**Washington, D.C.**—Following the Environmental Protection Agency's (EPA) decision to revisit vehicle efficiency standards for model years 2022 – 2025, Securing America's Future Energy (SAFE) released an analysis finding that 18 – 25 percent system-wide fuel economy savings could be realized by using existing and emerging driver assist and autonomous vehicle technologies while saving thousands of lives. The report proposes a program that would encourage automakers through the off-cycle credit program to deploy several of these technologies in exchange for real world data that can determine the long-term potential to save lives, increase system-wide fuel efficiency, and reduce emissions.

“The transportation sector is undergoing one of its most profound transformations in history, and SAFE believes the deployment of advanced vehicle technologies will save lives and fuel,” said Robbie Diamond. “By leveraging the off-cycle credit program, this proposal will provide a platform for incorporating and testing a full suite of advanced vehicle technologies. The upside potential is so great to society that it is worth seizing this opportunity. This technology revolution offers the Trump Administration and California one pathway to find agreement on a strong long-term standard while offering flexibility to the auto industry to achieve it.”

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The full report can be accessed here.

[HTTP://SECUREENERGY.ORG/PRESS/SAFE-REPORT-IDENTIFIES-OPPORTUNITY-MODERNIZE-FUEL-ECONOMY-STANDARDS-SAVING-LIVES-REDUCING-FUEL-DEMAND-18-25-PERCENT/](http://SECUREENERGY.ORG/PRESS/SAFE-REPORT-IDENTIFIES-OPPORTUNITY-MODERNIZE-FUEL-ECONOMY-STANDARDS-SAVING-LIVES-REDUCING-FUEL-DEMAND-18-25-PERCENT/)

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[Spam](#)

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Message

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**From:** Dominguez, Alexander [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=5CED433B4EF54171864ED98A36CB7A5F-DOMINGUEZ,]  
**Sent:** 3/19/2018 4:39:08 PM  
**To:** Gunasekara, Mandy [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=53d1a3caa8bb4ebab8a2d28ca59b6f45-Gunasekara,]  
**Subject:** FW: Ford Comments  
**Attachments:** Ford Comments Non CBI Dec 2016.pdf; Alliance\_of\_Automobile\_Manufacturers\_Comments\_on\_Draft\_TAR\_2.pdf; Ford Response to the Draft Technical Assessment Report September 26 2016 final.pdf

---

**From:** Roussel, Gerald (G.M.) [mailto:groussel@ford.com]  
**Sent:** Thursday, March 15, 2018 2:04 PM  
**To:** Wehrum, Bill <Wehrum.Bill@epa.gov>  
**Cc:** Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>; Grundler, Christopher <grundler.christopher@epa.gov>; Simon, Karl <Simon.Karl@epa.gov>; Pittel, Kimberly (K.L.) <kpittel@ford.com>; Viera, John (J.J.) <jviera@ford.com>; Magleby, Curt (C.N.) <cmagleb1@ford.com>  
**Subject:** Ford Comments

Bill, great meeting you and thanks for meeting with the Ford team yesterday.

As requested, attached are Ford comments, Alliance Comments and Ford comments to the TAR.

*Jerry Roussel*

Ford Motor Company  
Director of Government Affairs  
Washington DC  
202-962-5386



Message

---

**From:** Lewis, Josh [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=B22D1D3BB3F84436A524F76AB6C79D7E-JOLEWIS]  
**Sent:** 8/14/2018 8:35:26 PM  
**To:** Dickerson, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=d0440d9f06994021827e0d0119126799-Dickerson,]  
**CC:** Woods, Clint [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=bc65010f5c2e48f4bc2aa050db50d198-Woods, Clint]; Gunasekara, Mandy [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=53d1a3caa8bb4ebab8a2d28ca59b6f45-Gunasekara,]; Dominguez, Alexander [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=5ced433b4ef54171864ed98a36cb7a5f-Dominguez,]  
**Subject:** For the 11 am meeting Wednesday with the Auto Alliance  
**Attachments:** Alliance - Global Joint Gov. Brown\_Aug 2 2018 (signed).pdf; Alliance - Global Joint POTUS Letter\_Aug. 2 2018 (signed).pdf; 420f18904.pdf; image2018-08-16-164225.pdf

Aaron,

Attached for the 11 am meeting Wed:

- August 2, 2018 Letters from the Auto Alliance & Global Automakers to President Trump and separately Governor Brown on the LD CAFE/GHG proposal
- Joint press release from the Alliance and Global Automakers (also from August 2)
- Overview fact sheet from the recent NHTSA/EPA SAFE Vehicle Rule proposal

## Message

**From:** Lewis, Josh [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=B22D1D3BB3F84436A524F76AB6C79D7E-JOLEWIS]  
**Sent:** 8/14/2018 8:29:34 PM  
**To:** Gunasekara, Mandy [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=53d1a3caa8bb4ebab8a2d28ca59b6f45-Gunasekara,]; Woods, Clint [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=bc65010f5c2e48f4bc2aa050db50d198-Woods, Clint]; Dominguez, Alexander [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=5ced433b4ef54171864ed98a36cb7a5f-Dominguez,]  
**Subject:** RE: August 2, 2018 Letters from the Auto Alliance & Global Automakers to President Trump and separately Governor Brown on the LD CAFE/GHG proposal  
**Attachments:** image2018-08-16-164225.pdf; 420f18904.pdf

How about we send the two letters you attached plus the press release the Alliance and Global Automakers issued on 8/2 plus the overview fact sheet (both attached)?

---

**From:** Gunasekara, Mandy  
**Sent:** Tuesday, August 14, 2018 4:19 PM  
**To:** Lewis, Josh <Lewis.Josh@epa.gov>; Woods, Clint <woods.clint@epa.gov>; Dominguez, Alexander <dominguez.alexander@epa.gov>  
**Subject:** Fwd: August 2, 2018 Letters from the Auto Alliance & Global Automakers to President Trump and separately Governor Brown on the LD CAFE/GHG proposal

It would be good to include the auto alliance letter in the materials sent to Aaron for the auto alliance meeting.

Sent from my iPhone

Begin forwarded message:

**From:** "Grundler, Christopher" <grundler.christopher@epa.gov>  
**Date:** August 14, 2018 at 3:13:56 PM CDT  
**To:** "Wehrum, Bill" <Wehrum.Bill@epa.gov>  
**Cc:** "Gunasekara, Mandy" <Gunasekara.Mandy@epa.gov>  
**Subject:** August 2, 2018 Letters from the Auto Alliance & Global Automakers to President Trump and separately Governor Brown on the LD CAFE/GHG proposal

Sorry if you've already seen these.

---

Christopher Grundler, Director  
Office of Transportation and Air Quality  
U.S. Environmental Protection Agency  
202.564.1682 (Washington, DC)  
734.214.4207 (Ann Arbor, MI)

## Message

**From:** Dominguez, Alexander [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=5CED433B4EF54171864ED98A36CB7A5F-DOMINGUEZ,]  
**Sent:** 8/7/2018 1:43:41 PM  
**To:** Gunasekara, Mandy [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=53d1a3caa8bb4ebab8a2d28ca59b6f45-Gunasekara,]; Molina, Michael [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=d19c1d68da1a4587866e1850f22a6ae5-Molina, Mic]  
**CC:** Woods, Clint [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=bc65010f5c2e48f4bc2aa050db50d198-Woods, Clin]; Jackson, Ryan [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=38bc8e18791a47d88a279db2fec8bd60-Jackson, Ry]; DeBell, Kevin [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=bb9bc4c2d15347f8a419ea9fccc7559f-Kdebell]  
**Subject:** RE: CAFE Deep Dive for Monday's senior staff.  
**Attachments:** Fact Sheet - SAFE One-Pager.docx

Please see attached one-pager

---

**From:** Gunasekara, Mandy  
**Sent:** Tuesday, August 7, 2018 9:27 AM  
**To:** Molina, Michael <molina.michael@epa.gov>; Dominguez, Alexander <dominguez.alexander@epa.gov>  
**Cc:** Woods, Clint <woods.clint@epa.gov>; Jackson, Ryan <jackson.ryan@epa.gov>; DeBell, Kevin <debell.kevin@epa.gov>  
**Subject:** Re: CAFE Deep Dive for Monday's senior staff.

Hey Michael- here is a link to all the fact sheets: <https://www.epa.gov/regulations-emissions-vehicles-and-engines/safer-and-affordable-fuel-efficient-vehicles-proposed>

Alex (ccd) will send you the one pager as a separate attachment.

Sent from my iPhone

On Aug 7, 2018, at 9:17 AM, Molina, Michael <molina.michael@epa.gov> wrote:

Mandy/Clint,

Did you all have the half-pager for the Depp Dive that we can distribute?

Michael

-----Original Message-----

**From:** Gunasekara, Mandy  
**Sent:** Monday, August 6, 2018 12:31 PM  
**To:** Molina, Michael <molina.michael@epa.gov>  
**Cc:** Jackson, Ryan <jackson.ryan@epa.gov>; DeBell, Kevin <debell.kevin@epa.gov>  
**Subject:** RE: CAFE Deep Dive for Monday's senior staff.

Yes - Clint will be filling in for the senior staff and provide the deep dive overview. Let me know if you have any questions.

-----Original Message-----

**From:** Molina, Michael



Sent: Friday, August 3, 2018 4:45 PM

To: Gunasekara, Mandy <[Gunasekara.Mandy@epa.gov](mailto:Gunasekara.Mandy@epa.gov)>

Cc: Jackson, Ryan <[jackson.ryan@epa.gov](mailto:jackson.ryan@epa.gov)>; DeBell, Kevin <[debell.kevin@epa.gov](mailto:debell.kevin@epa.gov)>

Subject: CAFE Deep Dive for Monday's senior staff.

Mandy, just wanted wanted to confirm that AAW had asked Bill to do the deep dive for Monday on CAFE.

Michael.

Sent from my iPhone

## Message

**From:** Scott-Forte, Londa [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=ADBE1209EFD4A5581B69F325D65C339-LSFORTE]  
**Sent:** 8/2/2018 12:13:39 PM  
**To:** Millett, John [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=c067caa6c93544f78c26ab08cc567d27-Millett, John]; Konkus, John [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=555471b2baa6419e8e141696f4577062-Konkus, Joh]; Gunasekara, Mandy [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=53d1a3caa8bb4ebab8a2d28ca59b6f45-Gunasekara,]  
**CC:** DeLuca, Isabel [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=0b021c30cbee4637a7c7ca683e5e044a-IDELUCA]; Block, Molly [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=60d0c681a16441a0b4fa16aa2dd4b9c5-Block, Moll]; Beach, Christopher [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=6b124299bb6f46a39aa5d84519f25d5d-Beach, Chri]; Grantham, Nancy [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=12a3c2ed7158417fb0bb1b1b72a8cfb0-Grantham, Nancy]; Birgfeld, Erin [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=3383bc15dd5542e5bff5c3de13ba9bf2-EBIRGFEL]; Mylan, Christopher [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=70798537ae234bdeb55b66364fb8f220-Mylan, Christopher]  
**Subject:** Re: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule  
**Attachments:** Fact Sheet - Alternatives\_Final\_Clean.docx; Fact Sheet - By the Numbers\_Final\_Clean.docx; Fact Sheet - California CAA Waiver\_Final\_Clean.docx; Fact Sheet - Credits and Flexibilities\_Final\_Clean.docx; Fact Sheet - EPCA Preemption\_Final\_Clean.docx; Fact Sheet - SAFE One-Pager\_Final\_Clean.docx; Press Release NPRM 8.1.18 5.30pm\_Final\_Clean.docx

Attached are the docs without the italicized text.

Thanks!  
 londa

---

**LONDA SCOTT FORTE**  
 Visual Information Specialist

U.S. EPA  
 Office of Multimedia  
 Office of Public Affairs  
 6318 William Jefferson Clinton Building North (WJC Bldg North)  
 Washington, DC 20460  
 202.564.1504 (office phone)

[intranet.epa.gov/media](http://intranet.epa.gov/media)

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**From:** Millett, John  
**Sent:** Thursday, August 2, 2018 8:09:50 AM  
**To:** Scott-Forte, Londa; Konkus, John; Gunasekara, Mandy

**Cc:** DeLuca, Isabel; Block, Molly; Beach, Christopher; Grantham, Nancy; Birgfeld, Erin; Mylan, Christopher  
**Subject:** RE: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule

Hi Londa – could you please remove the “DRAFT-Deliberative” header and resend? These docs are final. Thank you!

---

**From:** Scott-Forte, Londa

**Sent:** Thursday, August 02, 2018 8:07 AM

**To:** Konkus, John <konkus.john@epa.gov>; Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>

**Cc:** Millett, John <Millett.John@epa.gov>; DeLuca, Isabel <DeLuca.Isabel@epa.gov>; Block, Molly <block.molly@epa.gov>; Beach, Christopher <beach.christopher@epa.gov>; Grantham, Nancy <Grantham.Nancy@epa.gov>; Birgfeld, Erin <Birgfeld.Erin@epa.gov>; Mylan, Christopher <Mylan.Christopher@epa.gov>

**Subject:** Re: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule

Attached is the docs with the header and the header jpg.

Thanks!

londa

---

**LONDA SCOTT FORTE**

Visual Information Specialist

U.S. EPA

Office of Multimedia

Office of Public Affairs

6318 William Jefferson Clinton Building North (WJC Bldg North)

Washington, DC 20460

202.564.1504 (office phone)

[intranet.epa.gov/media](http://intranet.epa.gov/media)

---

**From:** Konkus, John

**Sent:** Thursday, August 2, 2018 7:48:45 AM

**To:** Gunasekara, Mandy

**Cc:** Millett, John; DeLuca, Isabel; Block, Molly; Beach, Christopher; Grantham, Nancy; Birgfeld, Erin; Mylan, Christopher; Scott-Forte, Londa

**Subject:** Re: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule

Will do. Thanks.

Sent from my iPhone

On Aug 2, 2018, at 7:48 AM, Gunasekara, Mandy <[Gunasekara.Mandy@epa.gov](mailto:Gunasekara.Mandy@epa.gov)> wrote:

John can you send them all around once the format is complete? Thank you

Sent from my iPhone

On Aug 2, 2018, at 6:55 AM, Konkus, John <[konkus.john@epa.gov](mailto:konkus.john@epa.gov)> wrote:

Londa (copied) will help with formatting. That co-branded masthead is her work.

Sent from my iPhone

On Aug 2, 2018, at 6:43 AM, Millett, John <[Millett.John@epa.gov](mailto:Millett.John@epa.gov)> wrote:

Ok. Our best plan is to link to [DOT.gov](https://www.dot.gov) for these materials and then catch up on formatting.

Sent from my iPhone

On Aug 2, 2018, at 6:35 AM, Konkus, John <[konkus.john@epa.gov](mailto:konkus.john@epa.gov)> wrote:

The press release is already formatted and we will be sending that out from the third floor at 8:30.

Sent from my iPhone

On Aug 2, 2018, at 6:25 AM, Millett, John <[Millett.John@epa.gov](mailto:Millett.John@epa.gov)> wrote:

One thought — with not a lot of time, can we get whoever is doing the formatting at DOT to just add the EPA seal/logo to the top along with DOT's and then send?

Is OPA in contact with them?

Sent from my iPhone

On Aug 2, 2018, at 6:22 AM, Millett, John <[Millett.John@epa.gov](mailto:Millett.John@epa.gov)> wrote:

Adding Nancy, Erin and Chris Mylan- for awareness.

Docs sent separately.

Sent from my iPhone

On Aug 2, 2018, at  
12:32 AM,  
Gunasekara, Mandy  
<[Gunasekara.Mandy@epa.gov](mailto:Gunasekara.Mandy@epa.gov)> wrote:

Isabel  
and  
John,  
Attached are  
the  
approved  
facts  
sheets.  
I  
confirmed  
with  
DOT  
that  
web  
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the  
rule  
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occur  
at 8  
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press  
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of  
8:30.

We  
need  
to  
coordinate  
format  
ting  
with  
DOT.  
Chris,  
John

and  
Molly  
(all  
ccd)  
are  
also  
looped  
into  
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expect  
ations.  
Please  
touch  
base  
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them  
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Best,  
Mandy

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## Message

**From:** Scott-Forte, Londa [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=ADBE1209EFD4A5581B69F325D65C339-LSFORTE]  
**Sent:** 8/2/2018 12:06:59 PM  
**To:** Konkus, John [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=555471b2baa6419e8e141696f4577062-Konkus, Joh]; Gunasekara, Mandy [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=53d1a3caa8bb4ebab8a2d28ca59b6f45-Gunasekara,]  
**CC:** Millett, John [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=c067caa6c93544f78c26ab08cc567d27-Millett, John]; DeLuca, Isabel [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=0b021c30cbee4637a7c7ca683e5e044a-IDELUCA]; Block, Molly [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=60d0c681a16441a0b4fa16aa2dd4b9c5-Block, Moll]; Beach, Christopher [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=6b124299bb6f46a39aa5d84519f25d5d-Beach, Chri]; Grantham, Nancy [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=12a3c2ed7158417fb0bb1b1b72a8cfb0-Grantham, Nancy]; Birgfeld, Erin [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=3383bc15dd5542e5bff5c3de13ba9bf2-EBIRGFEL]; Mylan, Christopher [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=70798537ae234bdeb55b66364fb8f220-Mylan, Christopher]  
**Subject:** Re: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule  
**Attachments:** Fact Sheet - Alternatives\_Final\_Clean.docx; Fact Sheet - By the Numbers\_Final\_Clean.docx; Fact Sheet - California CAA Waiver\_Final\_Clean.docx; Fact Sheet - Credits and Flexibilities\_Final\_Clean.docx; Fact Sheet - EPCA Preemption\_Final\_Clean.docx; Fact Sheet - SAFE One-Pager\_Final\_Clean.docx; Press Release NPRM 8.1.18 5.30pm\_Final\_Clean.docx; EPA\_DOT\_newsrelease2.jpg

Attached is the docs with the header and the header jpg.

Thanks!  
 londa

---

**LONDA SCOTT FORTE**  
 Visual Information Specialist

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 6318 William Jefferson Clinton Building North (WJC Bldg North)  
 Washington, DC 20460  
 202.564.1504 (office phone)

[intranet.epa.gov/media](http://intranet.epa.gov/media)

---

**From:** Konkus, John  
**Sent:** Thursday, August 2, 2018 7:48:45 AM  
**To:** Gunasekara, Mandy  
**Cc:** Millett, John; DeLuca, Isabel; Block, Molly; Beach, Christopher; Grantham, Nancy; Birgfeld, Erin; Mylan, Christopher;



Scott-Forte, Londa

**Subject:** Re: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule

Will do. Thanks.

Sent from my iPhone

On Aug 2, 2018, at 7:48 AM, Gunasekara, Mandy <[Gunasekara.Mandy@epa.gov](mailto:Gunasekara.Mandy@epa.gov)> wrote:

John can you send them all around once the format is complete? Thank you

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Millett, John  
<[Millett.John@epa.gov](mailto:Millett.John@epa.gov)> wrote:

Adding Nancy, Erin  
and Chris Mylan- for  
awareness.

Docs sent separately.

Sent from my iPhone

On Aug 2, 2018, at  
12:32 AM,  
Gunasekara, Mandy  
<[Gunasekara.Mandy@epa.gov](mailto:Gunasekara.Mandy@epa.gov)> wrote:

Isabel  
and  
John,  
Attach  
ed are  
the  
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ed  
facts  
sheets.  
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med  
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DOT.  
Chris,  
John  
and  
Molly  
(all  
ccd)  
are  
also  
looped  
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ations.  
Please  
touch  
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them  
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on and  
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Best,  
Mandy

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## Message

**From:** Chuck Cunningham [ccunningham@secureenergy.org]  
**Sent:** 4/23/2018 8:11:49 PM  
**To:** Gunasekara, Mandy [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=53d1a3caa8bb4ebab8a2d28ca59b6f45-Gunasekara,]  
**Subject:** RE: SAFE Report on Fuel Economy Standards

Hope that all is well with you. We at SAFE have some new information available soon for your consideration relating to fuel economy standards. Can we meet with you in early May to present and discuss?

---

**From:** Chuck Cunningham  
**Sent:** Tuesday, April 10, 2018 7:33 PM  
**To:** Gunasekara, Mandy (EPA) <Gunasekara.Mandy@epa.gov>  
**Subject:** SAFE Report on Fuel Economy Standards

Mandy:

I thought that you might find our report released today to be interesting and helpful. Great seeing you last week.

Chuck



FOR IMMEDIATE RELEASE

# SAFE Report Identifies Opportunity to Modernize Fuel Economy Standards, Saving Lives while Reducing Fuel Demand by 18-25 Percent

Contact: Bridget Bartol | 202.461.2361 | [bbartol@secureenergy.org](mailto:bbartol@secureenergy.org)  
APRIL 10, 2018

**Washington, D.C.**—Following the Environmental Protection Agency’s (EPA) decision to revisit vehicle efficiency standards for model years 2022 – 2025, Securing America’s Future Energy (SAFE) released an analysis finding that 18 – 25 percent system-wide fuel economy savings could be realized by using existing and emerging driver assist and autonomous vehicle technologies while saving thousands of lives. The report proposes a program that would encourage automakers through the off-cycle credit program to deploy several of these technologies in exchange for real world data that can determine the long-term potential to save lives, increase system-wide fuel efficiency, and reduce emissions.

“The transportation sector is undergoing one of its most profound transformations in history, and SAFE believes the deployment of advanced vehicle technologies will save lives and fuel,” said Robbie Diamond. “By

leveraging the off-cycle credit program, this proposal will provide a platform for incorporating and testing a full suite of advanced vehicle technologies. The upside potential is so great to society that it is worth seizing this opportunity. This technology revolution offers the Trump Administration and California one pathway to find agreement on a strong long-term standard while offering flexibility to the auto industry to achieve it.”

The report, *Using Fuel Efficiency Regulations to Conserve Fuel and Save Lives by Accelerating Industry Investment in Autonomous and Connected Vehicles*, explores the EPA’s off-cycle credit program as a potential mechanism to carry out this program. As part of the program, automakers could earn compliance credits for a set timeframe of three to five years, in exchange for deploying the selected technologies widely and sharing the data collected about the technologies’ performance with regulators. Should the technology be proven to improve efficiency, lower emissions, and increased safety, regulators would have the data necessary to account for these technologies in future compliance periods.

In addition to significant fuel savings, SAFE’s analysis also includes findings that existing crash avoidance technologies could prevent an estimated 9,900 fatalities.

The full report can be accessed here.

[HTTP://SECUREENERGY.ORG/PRESS/SAFE-REPORT-IDENTIFIES-OPPORTUNITY-MODERNIZE-FUEL-ECONOMY-STANDARDS-MAKING-18-25-PERCENT-REDUCING-FUEL-DEMAND-18-25-PERCENT/](http://SECUREENERGY.ORG/PRESS/SAFE-REPORT-IDENTIFIES-OPPORTUNITY-MODERNIZE-FUEL-ECONOMY-STANDARDS-MAKING-18-25-PERCENT-REDUCING-FUEL-DEMAND-18-25-PERCENT/)

# # #

## Message

**From:** Gunasekara, Mandy [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=53D1A3CAA8BB4EBAB8A2D28CA59B6F45-GUNASEKARA,]  
**Sent:** 8/2/2018 9:38:53 PM  
**To:** Abboud, Michael [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=b6f5af791a1842f1adcc088cbf9ed3ce-Abboud, Mic]  
**Subject:** Fwd: CAFE Proposal Roll Out  
**Attachments:** Data for AA Wehrum for Roll-out Day August 1 2018 v2.docx; ATT00001.htm

Sent from my iPhone

Begin forwarded message:

**From:** "Charmley, William" <[charmley.william@epa.gov](mailto:charmley.william@epa.gov)>  
**Date:** August 1, 2018 at 11:18:31 AM EDT  
**To:** "Wehrum, Bill" <[Wehrum.Bill@epa.gov](mailto:Wehrum.Bill@epa.gov)>, "Hengst, Benjamin" <[Hengst.Benjamin@epa.gov](mailto:Hengst.Benjamin@epa.gov)>  
**Cc:** "Gunasekara, Mandy" <[Gunasekara.Mandy@epa.gov](mailto:Gunasekara.Mandy@epa.gov)>, "Woods, Clint" <[woods.clint@epa.gov](mailto:woods.clint@epa.gov)>, "Harlow, David" <[harlow.david@epa.gov](mailto:harlow.david@epa.gov)>, "Grundler, Christopher" <[grundler.christopher@epa.gov](mailto:grundler.christopher@epa.gov)>, "Millett, John" <[Millett.John@epa.gov](mailto:Millett.John@epa.gov)>, "DeLuca, Isabel" <[DeLuca.Isabel@epa.gov](mailto:DeLuca.Isabel@epa.gov)>, "Cook, Leila" <[cook.leila@epa.gov](mailto:cook.leila@epa.gov)>, "Birgfeld, Erin" <[Birgfeld.Erin@epa.gov](mailto:Birgfeld.Erin@epa.gov)>, "Olechiw, Michael" <[olechiw.michael@epa.gov](mailto:olechiw.michael@epa.gov)>, "Moran, Robin" <[moran.robin@epa.gov](mailto:moran.robin@epa.gov)>, "Bolon, Kevin" <[Bolon.Kevin@epa.gov](mailto:Bolon.Kevin@epa.gov)>  
**Subject:** RE: CAFE Proposal Roll Out

Dear all,

Attached is a table that provides the information Bill requested. Please note that the OTAQ staff pulled these numbers from the preamble/preliminary RIA versions that we received yesterday which we understand are the final versions that Acting Administrator Wheeler will be signing. As you all know, EPA staff did not do any of this analysis, and we are not as familiar with all of the estimates as the DOT/NHTSA team is. We included in the attached table where in the NPRM we pulled the numbers from.

Thanks  
 Bill

---

**From:** Wehrum, Bill  
**Sent:** Wednesday, August 01, 2018 8:51 AM  
**To:** Hengst, Benjamin <[Hengst.Benjamin@epa.gov](mailto:Hengst.Benjamin@epa.gov)>; Charmley, William <[charmley.william@epa.gov](mailto:charmley.william@epa.gov)>  
**Cc:** Gunasekara, Mandy <[Gunasekara.Mandy@epa.gov](mailto:Gunasekara.Mandy@epa.gov)>; Woods, Clint <[woods.clint@epa.gov](mailto:woods.clint@epa.gov)>; Harlow, David <[harlow.david@epa.gov](mailto:harlow.david@epa.gov)>; Grundler, Christopher <[grundler.christopher@epa.gov](mailto:grundler.christopher@epa.gov)>; Millett, John <[Millett.John@epa.gov](mailto:Millett.John@epa.gov)>; DeLuca, Isabel <[DeLuca.Isabel@epa.gov](mailto:DeLuca.Isabel@epa.gov)>  
**Subject:** CAFE Proposal Roll Out

Ben and Bill – I need some facts and figures to be ready for the roll out of the CAFE proposal. Would you please have someone put together the following

summary info related to the proposal? We have our first interview at noon, so I need it comfortably before then. Thanks.

## **Deliberative Process / Ex. 5**

6. Other salient facts you think I should have in my back pocket.

Some or all of this may be in the current roll out materials, so don't reinvent the wheel. But, I'd like this to be in the form of a ready reference sheet that I can use in upcoming interviews and related activities.

Thanks.

---

Bill Wehrum  
Assistant Administrator  
Office of Air and Radiation  
U.S. Environmental Protection Agency  
(202) 564-7404



Message

---

**From:** Gunasekara, Mandy [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=53D1A3CAA8BB4EBAB8A2D28CA59B6F45-GUNASEKARA,]  
**Sent:** 4/3/2018 5:04:17 PM  
**To:** White, Elizabeth [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=f8af641a6306479c9026142ef3b02bd7-White, Eliz]  
**Subject:** Fwd: PDF of final signed version  
**Attachments:** EPA revised Final Determination\_Final.pdf; ATT00001.htm

Here it is- sorry for delay!

Sent from my iPhone

Begin forwarded message:

**From:** "Lewis, Josh" <[Lewis.Josh@epa.gov](mailto:Lewis.Josh@epa.gov)>  
**Date:** April 2, 2018 at 3:46:45 PM EDT  
**To:** "Wehrum, Bill" <[Wehrum.Bill@epa.gov](mailto:Wehrum.Bill@epa.gov)>, "Gunasekara, Mandy" <[Gunasekara.Mandy@epa.gov](mailto:Gunasekara.Mandy@epa.gov)>  
**Subject:** PDF of final signed version

Note OTAQ will be posting the final version very shortly...though their policy/practice is to post a pdf of the final word version (so the final page will not be signed and the file will note that this is a pre-publication version).

Josh

## Message

**From:** Gunasekara, Mandy [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=53D1A3CAA8BB4EBAB8A2D28CA59B6F45-GUNASEKARA,]  
**Sent:** 8/2/2018 12:37:38 PM  
**To:** sscales3@ford.com  
**Subject:** FW: EPA and U.S. DOT Propose Fuel Economy Standards for MY 2021-2026 Vehicles

---

**From:** EPA Press Office [mailto:press=epa.gov@cmail20.com] **On Behalf Of** EPA Press Office  
**Sent:** Thursday, August 2, 2018 8:30 AM  
**To:** Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>  
**Subject:** EPA and U.S. DOT Propose Fuel Economy Standards for MY 2021-2026 Vehicles

---

## U.S. EPA and DOT Propose Fuel Economy Standards for MY 2021-2026 Vehicles

**WASHINGTON** (August 2, 2018) — Today, the U.S. Environmental Protection Agency (EPA) and U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) released a notice of proposed rulemaking, the *Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks* (SAFE Vehicles Rule), to correct the national automobile fuel economy and greenhouse gas emissions standards to give the American people greater access to safer, more affordable vehicles that are cleaner for the environment.

The SAFE Vehicles Rule is the next generation of the Congressionally mandated Corporate Average Fuel Economy (CAFE) and Light-Duty Vehicle Greenhouse Gas Emissions Standards. This Notice of Proposed Rulemaking (NPRM) is the first formal step in setting the 2021-2026 Model Year (MY) standards that must be achieved by each automaker for its car and light-duty truck fleet.

In today's proposal, EPA and NHTSA are seeking public comment on a wide range of regulatory options, including a preferred alternative that locks in MY 2020 standards through 2026, providing a much-needed time-out from further, costly increases. The agencies' preferred alternative reflects a balance of safety, economics, technology, fuel conservation, and pollution reduction. It is anticipated to prevent thousands of on-road fatalities and injuries as compared to the standards set forth in the 2012 final rule. The joint proposal initiates a process to establish a new 50-state fuel economy and tailpipe carbon dioxide emissions standard for passenger cars and light trucks covering MY 2021 through 2026.

“We are delivering on President Trump’s promise to the American public that his administration would address and fix the current fuel economy and greenhouse gas emissions standards,” **said EPA Acting Administrator Andrew Wheeler**. “Our proposal aims to strike the right regulatory balance based on the most recent information and create a 50-state solution that will enable more Americans to afford newer, safer vehicles that pollute less. More realistic standards can save lives while continuing to improve the environment. We value the public’s input as we engage in this process in an open, transparent manner.”

“There are compelling reasons for a new rulemaking on fuel economy standards for 2021-2026,” **said Secretary Elaine L. Chao**. “More realistic standards will promote a healthy economy by bringing newer, safer, cleaner and more fuel-efficient vehicles to U.S. roads and we look forward to receiving input from the public.”

The current standards have been a factor in the rising cost of new automobiles to an average of \$35,000 or more—out of reach for many American families. Indeed, compared to the preferred alternative in the proposal, keeping in place the standards finalized in 2012 would add \$2,340 to the cost of owning a new car, and impose more than \$500 billion in societal costs on the U.S. economy over the next 50 years.

Additionally, a 2018 [government study](#) by NHTSA shows new model year vehicles are safer, resulting in fewer deaths and injuries when involved in accidents, as compared to older models. Therefore, the Administration is focused on correcting the current standards that restrict the American people from being able to afford newer vehicles with more advanced safety features, better fuel economy, and associated environmental benefits.

On April 2, 2018, EPA issued the Mid-Term Evaluation Final Determination which found that the MY 2022-2025 GHG standards are not appropriate and should be revised. For more than a year, the agencies worked together to extensively analyze current automotive and fuel technologies, reviewed economic conditions and projections, and consulted with other federal agency partners to ensure the most reliable and accurate analysis possible.

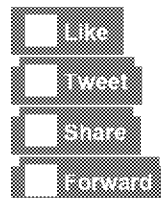
EPA and NHTSA are seeking public feedback to ensure that all potential impacts concerning today’s proposal are fully considered and hope to issue a final rule this winter.

The public will have 60 days to provide feedback once published at the Federal Register. Details can be found at NHTSA’s website [here](#) and EPA’s website [here](#).

.....

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Washington, D.C. 20004



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## Message

**From:** Gunasekara, Mandy [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=53D1A3CAA8BB4EBAB8A2D28CA59B6F45-GUNASEKARA,]  
**Sent:** 8/2/2018 12:29:26 PM  
**To:** Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]; Lyons, Troy [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=15e4881c95044ab49c6c35a0f5eef67e-Lyons, Troy]; Palich, Christian [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=330ad62e158d43af93fcbbece930d21a-Palich, Chr]; Frye, Tony (Robert) [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=58c08abdfc1b4129a10456b78e6fc2e1-Frye, Rober]; Rodrick, Christian [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=6515dbe46dae466da53c8a3aa3be8cc2-Rodrick, Ch]; Cory, Preston (Katherine) [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=bfd80b15f6d04a3ba11fc8ca3c85bc50-Cory, Kathe]; Dominguez, Alexander [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=5ced433b4ef54171864ed98a36cb7a5f-Dominguez,]  
**CC:** Beach, Christopher [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=6b124299bb6f46a39aa5d84519f25d5d-Beach, Chri]; Dominguez, Alexander [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=5ced433b4ef54171864ed98a36cb7a5f-Dominguez,]  
**Subject:** RE: Fact Sheet - By the Numbers\_Final\_Clean.docx  
**Attachments:** CAFE NPRM by the Numbers.docx; Press Release NPRM 8.1.18 5.30.docx

Ok - here are the final docs. Use these for sending info out please.

-----Original Message-----

**From:** Gunasekara, Mandy  
**Sent:** Thursday, August 2, 2018 6:53 AM  
**To:** Ringel, Aaron <ringel.aaron@epa.gov>; Lyons, Troy <lyons.troy@epa.gov>; Palich, Christian <palich.christian@epa.gov>; Frye, Tony (Robert) <frye.robert@epa.gov>; Rodrick, Christian <rodrick.christian@epa.gov>; Cory, Preston (Katherine) <Cory.Preston@epa.gov>; Dominguez, Alexander <dominguez.alexander@epa.gov>  
**Cc:** Beach, Christopher <beach.christopher@epa.gov>; Dominguez, Alexander <dominguez.alexander@epa.gov>  
**Subject:** Fact Sheet - By the Numbers\_Final\_Clean.docx

Team OCIR - feel free to use the attached in heads up outreach to the Hill tomorrow. The plan is to post the actual rule online at 8 AM and then send out the press release at 8:30. I'll send that in just a second.

## Message

**From:** Gunasekara, Mandy [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=53D1A3CAA8BB4EBAB8A2D28CA59B6F45-GUNASEKARA,]  
**Sent:** 8/7/2018 2:42:52 PM  
**To:** Dominguez, Alexander [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=5ced433b4ef54171864ed98a36cb7a5f-Dominguez,]  
**Subject:** Fwd: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule  
**Attachments:** CAFE NPRM by the Numbers.docx; ATT00001.htm; Fact Sheet - SAFE One-Pager.docx; ATT00002.htm; Fact Sheet - Credits and Flexibilities.docx; ATT00003.htm; Fact Sheet - California CAA Waiver.docx; ATT00004.htm; Fact Sheet - Alternatives.docx; ATT00005.htm

So you have the complete set of the attached. Send Tate the CA Waiver one

Sent from my iPhone

Begin forwarded message:

**From:** "Gunasekara, Mandy" <Gunasekara.Mandy@epa.gov>  
**Date:** August 2, 2018 at 8:28:44 AM EDT  
**To:** "Konkus, John" <konkus.john@epa.gov>, "Scott-Forte, Londa" <Scott-Forte.Londa@epa.gov>, "Birgfeld, Erin" <Birgfeld.Erin@epa.gov>, "Millett, John" <Millett.John@epa.gov>  
**Cc:** "DeLuca, Isabel" <DeLuca.Isabel@epa.gov>, "Block, Molly" <block.molly@epa.gov>, "Beach, Christopher" <beach.christopher@epa.gov>, "Grantham, Nancy" <Grantham.Nancy@epa.gov>, "Mylan, Christopher" <Mylan.Christopher@epa.gov>  
**Subject:** RE: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule

Yes. And to clarify the next steps:

Press release – live at 8:30 from 3<sup>rd</sup> floor

Fact Sheets – ensure DOT concurrence on format and then upload to the website:

1. By the numbers
2. SAFE one-pager
3. Credits and Flexibilities
4. CAA California Waiver
5. Alternatives

Note: we will not upload the EPCA preemption doc as that is DOT.

Is that good for everyone?

---

**From:** Konkus, John  
**Sent:** Thursday, August 2, 2018 8:23 AM  
**To:** Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>; Scott-Forte, Londa <Scott-Forte.Londa@epa.gov>; Birgfeld, Erin <Birgfeld.Erin@epa.gov>; Millett, John <Millett.John@epa.gov>  
**Cc:** DeLuca, Isabel <DeLuca.Isabel@epa.gov>; Block, Molly <block.molly@epa.gov>; Beach, Christopher <beach.christopher@epa.gov>; Grantham, Nancy <Grantham.Nancy@epa.gov>; Mylan, Christopher <Mylan.Christopher@epa.gov>  
**Subject:** RE: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule

Good to send these back to DOT?

---

**From:** Gunasekara, Mandy  
**Sent:** Thursday, August 2, 2018 8:23 AM  
**To:** Scott-Forte, Londa <[Scott-Forte.Londa@epa.gov](mailto:Scott-Forte.Londa@epa.gov)>; Birgfeld, Erin <[Birgfeld.Erin@epa.gov](mailto:Birgfeld.Erin@epa.gov)>; Millett, John <[Millett.John@epa.gov](mailto:Millett.John@epa.gov)>; Konkus, John <[konkus.john@epa.gov](mailto:konkus.john@epa.gov)>  
**Cc:** DeLuca, Isabel <[DeLuca.Isabel@epa.gov](mailto:DeLuca.Isabel@epa.gov)>; Block, Molly <[block.molly@epa.gov](mailto:block.molly@epa.gov)>; Beach, Christopher <[beach.christopher@epa.gov](mailto:beach.christopher@epa.gov)>; Grantham, Nancy <[Grantham.Nancy@epa.gov](mailto:Grantham.Nancy@epa.gov)>; Mylan, Christopher <[Mylan.Christopher@epa.gov](mailto:Mylan.Christopher@epa.gov)>  
**Subject:** RE: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule

Thank you Londa!

---

**From:** Scott-Forte, Londa  
**Sent:** Thursday, August 2, 2018 8:22 AM  
**To:** Gunasekara, Mandy <[Gunasekara.Mandy@epa.gov](mailto:Gunasekara.Mandy@epa.gov)>; Birgfeld, Erin <[Birgfeld.Erin@epa.gov](mailto:Birgfeld.Erin@epa.gov)>; Millett, John <[Millett.John@epa.gov](mailto:Millett.John@epa.gov)>; Konkus, John <[konkus.john@epa.gov](mailto:konkus.john@epa.gov)>  
**Cc:** DeLuca, Isabel <[DeLuca.Isabel@epa.gov](mailto:DeLuca.Isabel@epa.gov)>; Block, Molly <[block.molly@epa.gov](mailto:block.molly@epa.gov)>; Beach, Christopher <[beach.christopher@epa.gov](mailto:beach.christopher@epa.gov)>; Grantham, Nancy <[Grantham.Nancy@epa.gov](mailto:Grantham.Nancy@epa.gov)>; Mylan, Christopher <[Mylan.Christopher@epa.gov](mailto:Mylan.Christopher@epa.gov)>  
**Subject:** Re: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule

Attached is the doc with the header.

Thanks!

londa

---

**LONDA SCOTT FORTE**

Visual Information Specialist

U.S. EPA

Office of Multimedia

Office of Public Affairs

6318 William Jefferson Clinton Building North (WJC Bldg North)

Washington, DC 20460

202.564.1504 (office phone)

[intranet.epa.gov/media](http://intranet.epa.gov/media)

---

**From:** Gunasekara, Mandy  
**Sent:** Thursday, August 2, 2018 8:19:44 AM  
**To:** Birgfeld, Erin; Millett, John; Scott-Forte, Londa; Konkus, John  
**Cc:** DeLuca, Isabel; Block, Molly; Beach, Christopher; Grantham, Nancy; Mylan, Christopher  
**Subject:** RE: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule

Here is updated “by the numbers.” Can you please add the header/formatting. Also we need to cross check the header/formatting with DOT. Konkus – can you do that with Marianne?

---

**From:** Birgfeld, Erin

**Sent:** Thursday, August 2, 2018 8:17 AM

**To:** Gunasekara, Mandy <[Gunasekara.Mandy@epa.gov](mailto:Gunasekara.Mandy@epa.gov)>; Millett, John <[Millett.John@epa.gov](mailto:Millett.John@epa.gov)>; Scott-Forte, Londa <[Scott-Forte.Londa@epa.gov](mailto:Scott-Forte.Londa@epa.gov)>; Konkus, John <[konkus.john@epa.gov](mailto:konkus.john@epa.gov)>

**Cc:** DeLuca, Isabel <[DeLuca.Isabel@epa.gov](mailto:DeLuca.Isabel@epa.gov)>; Block, Molly <[block.molly@epa.gov](mailto:block.molly@epa.gov)>; Beach, Christopher <[beach.christopher@epa.gov](mailto:beach.christopher@epa.gov)>; Grantham, Nancy <[Grantham.Nancy@epa.gov](mailto:Grantham.Nancy@epa.gov)>; Mylan, Christopher <[Mylan.Christopher@epa.gov](mailto:Mylan.Christopher@epa.gov)>

**Subject:** RE: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule

OK.

---

**From:** Gunasekara, Mandy

**Sent:** Thursday, August 02, 2018 8:14 AM

**To:** Millett, John <[Millett.John@epa.gov](mailto:Millett.John@epa.gov)>; Scott-Forte, Londa <[Scott-Forte.Londa@epa.gov](mailto:Scott-Forte.Londa@epa.gov)>; Konkus, John <[konkus.john@epa.gov](mailto:konkus.john@epa.gov)>

**Cc:** DeLuca, Isabel <[DeLuca.Isabel@epa.gov](mailto:DeLuca.Isabel@epa.gov)>; Block, Molly <[block.molly@epa.gov](mailto:block.molly@epa.gov)>; Beach, Christopher <[beach.christopher@epa.gov](mailto:beach.christopher@epa.gov)>; Grantham, Nancy <[Grantham.Nancy@epa.gov](mailto:Grantham.Nancy@epa.gov)>; Birgfeld, Erin <[Erin@epa.gov](mailto:Erin@epa.gov)>; Mylan, Christopher <[Mylan.Christopher@epa.gov](mailto:Mylan.Christopher@epa.gov)>

**Subject:** RE: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule

One sec – I have an updated “by the numbers fact sheet” will send in a minute. Do not post yet. Also, we are not going to post the one on preemption (that’s DOT only).

---

**From:** Millett, John

**Sent:** Thursday, August 2, 2018 8:10 AM

**To:** Scott-Forte, Londa <[Scott-Forte.Londa@epa.gov](mailto:Scott-Forte.Londa@epa.gov)>; Konkus, John <[konkus.john@epa.gov](mailto:konkus.john@epa.gov)>; Gunasekara, Mandy <[Gunasekara.Mandy@epa.gov](mailto:Gunasekara.Mandy@epa.gov)>

**Cc:** DeLuca, Isabel <[DeLuca.Isabel@epa.gov](mailto:DeLuca.Isabel@epa.gov)>; Block, Molly <[block.molly@epa.gov](mailto:block.molly@epa.gov)>; Beach, Christopher <[beach.christopher@epa.gov](mailto:beach.christopher@epa.gov)>; Grantham, Nancy <[Grantham.Nancy@epa.gov](mailto:Grantham.Nancy@epa.gov)>; Birgfeld, Erin <[Erin@epa.gov](mailto:Erin@epa.gov)>; Mylan, Christopher <[Mylan.Christopher@epa.gov](mailto:Mylan.Christopher@epa.gov)>

**Subject:** RE: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule

Hi Londa – could you please remove the “DRAFT-Deliberative” header and resend? These docs are final. Thank you!

---

**From:** Scott-Forte, Londa

**Sent:** Thursday, August 02, 2018 8:07 AM

**To:** Konkus, John <[konkus.john@epa.gov](mailto:konkus.john@epa.gov)>; Gunasekara, Mandy <[Gunasekara.Mandy@epa.gov](mailto:Gunasekara.Mandy@epa.gov)>

**Cc:** Millett, John <[Millett.John@epa.gov](mailto:Millett.John@epa.gov)>; DeLuca, Isabel <[DeLuca.Isabel@epa.gov](mailto:DeLuca.Isabel@epa.gov)>; Block, Molly <[block.molly@epa.gov](mailto:block.molly@epa.gov)>; Beach, Christopher <[beach.christopher@epa.gov](mailto:beach.christopher@epa.gov)>; Grantham, Nancy <[Grantham.Nancy@epa.gov](mailto:Grantham.Nancy@epa.gov)>; Birgfeld, Erin <[Erin@epa.gov](mailto:Erin@epa.gov)>; Mylan, Christopher <[Mylan.Christopher@epa.gov](mailto:Mylan.Christopher@epa.gov)>

**Subject:** Re: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule

Attached is the docs with the header and the header jpg.



Thanks!

londa

---

**LONDA SCOTT FORTE**

Visual Information Specialist

U.S. EPA

Office of Multimedia

Office of Public Affairs

6318 William Jefferson Clinton Building North (WJC Bldg North)

Washington, DC 20460

202.564.1504 (office phone)

[intranet.epa.gov/media](http://intranet.epa.gov/media)

---

**From:** Konkus, John

**Sent:** Thursday, August 2, 2018 7:48:45 AM

**To:** Gunasekara, Mandy

**Cc:** Millett, John; DeLuca, Isabel; Block, Molly; Beach, Christopher; Grantham, Nancy; Birgfeld, Erin; Mylan, Christopher; Scott-Forte, Londa

**Subject:** Re: Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule

Will do. Thanks.

Sent from my iPhone

On Aug 2, 2018, at 7:48 AM, Gunasekara, Mandy <[Gunasekara.Mandy@epa.gov](mailto:Gunasekara.Mandy@epa.gov)> wrote:

John can you send them all around once the format is complete? Thank you

Sent from my iPhone

On Aug 2, 2018, at 6:55 AM, Konkus, John <[konkus.john@epa.gov](mailto:konkus.john@epa.gov)> wrote:

Londa (copied) will help with formatting. That co-branded masthead is her work.

Sent from my iPhone

On Aug 2, 2018, at 6:43 AM, Millett, John <[Millett.John@epa.gov](mailto:Millett.John@epa.gov)> wrote:

Ok. Our best plan is to link to [DOT.gov](http://DOT.gov) for these materials and then catch up on formatting.

Sent from my iPhone

On Aug 2, 2018, at 6:35 AM, Konkus, John  
<[konkus.john@epa.gov](mailto:konkus.john@epa.gov)> wrote:

The press release is already formatted  
and we will be sending that out from  
the third floor at 8:30.

Sent from my iPhone

On Aug 2, 2018, at 6:25 AM, Millett,  
John <[Millett.John@epa.gov](mailto:Millett.John@epa.gov)> wrote:

One thought — with  
not a lot of time, can  
we get whoever is  
doing the formatting at  
DOT to just add the EPA  
seal/logo to the top  
along with DOT's and  
then send?

Is OPA in contact with  
them?

Sent from my iPhone

On Aug 2, 2018, at 6:22  
AM, Millett, John  
<[Millett.John@epa.gov](mailto:Millett.John@epa.gov)  
> wrote:

Adding  
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Erin  
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<[Gunasekara.Mandy@epa.gov](mailto:Gunasekara.Mandy@epa.gov)>  
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Message

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**From:** Gunasekara, Mandy [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=53D1A3CAA8BB4EBAB8A2D28CA59B6F45-GUNASEKARA,]  
**Sent:** 8/1/2018 7:27:06 PM  
**To:** tim.puko@wsj.com  
**Attachments:** EO12866 LD CAFE CO2 NHTSA 2127-AL76 EPA Preamble 180801 Web Version.pdf; ATT00001.txt

See attached. Please follow embargo as laid out by DOT.



Message

---

**From:** Gunasekara, Mandy [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=53D1A3CAA8BB4EBAB8A2D28CA59B6F45-GUNASEKARA,]  
**Sent:** 8/7/2018 1:41:02 PM  
**To:** Dominguez, Alexander [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=5ced433b4ef54171864ed98a36cb7a5f-Dominguez,]  
**Subject:** Fact Sheet - SAFE One-Pager.docx  
**Attachments:** Fact Sheet - SAFE One-Pager.docx; ATT00001.txt

Use this one

## Message

**From:** Gunasekara, Mandy [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=53D1A3CAA8BB4EBAB8A2D28CA59B6F45-GUNASEKARA,]  
**Sent:** 8/2/2018 4:32:20 AM  
**To:** DeLuca, Isabel [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=0b021c30cbee4637a7c7ca683e5e044a-IDELUCA]; Millett, John [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=c067caa6c93544f78c26ab08cc567d27-Millett, John]  
**CC:** Konkus, John [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=555471b2baa6419e8e141696f4577062-Konkus, Joh]; Block, Molly [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=60d0c681a16441a0b4fa16aa2dd4b9c5-Block, Moll]; Beach, Christopher [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=6b124299bb6f46a39aa5d84519f25d5d-Beach, Chri]  
**Subject:** Approved Rollout Material for Roll-Out Material for DOT/EPA Proposed Safe Vehicles Rule  
**Attachments:** Fact Sheet - Alternatives\_Final\_Clean.docx; ATT00001.htm; Fact Sheet - California CAA Waiver\_Final\_Clean.docx; ATT00002.htm; Fact Sheet - Credits and Flexibilities\_Final\_Clean.docx; ATT00003.htm; Fact Sheet - EPCA Preemption\_Final\_Clean.docx; ATT00004.htm; Fact Sheet - SAFE One-Pager\_Final\_Clean.docx; ATT00005.htm; Press Release NPRM 8.1.18 5.30pm\_Final\_Clean.docx; ATT00006.htm; Fact Sheet - By the Numbers\_Final\_Clean.docx; ATT00007.htm

Isabel and John,

Attached are the approved facts sheets. I confirmed with DOT that web posting of the rule should occur at 8 AM with a press release of 8:30.

We need to coordinate formatting with DOT. Chris, John and Molly (all ccd) are also looped into DOTd expectations. Please touch base with them early on and let me know if any questions.

Best,  
Mandy

Sent from my iPhone

Message

---

**From:** Gunasekara, Mandy [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=53D1A3CAA8BB4EBAB8A2D28CA59B6F45-GUNASEKARA,]  
**Sent:** 8/1/2018 5:40:52 PM  
**To:** Beach, Christopher [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=6b124299bb6f46a39aa5d84519f25d5d-Beach, Chri]; Konkus, John [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=555471b2baa6419e8e141696f4577062-Konkus, Joh]  
**CC:** Block, Molly [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=60d0c681a16441a0b4fa16aa2dd4b9c5-Block, Moll]  
**Subject:** Press Release with edits  
**Attachments:** Press Release NPRM 7.31.18\_mmg.docx

Konkus can you please add the logo and then send to DOT?

**Mandy M. Gunasekara**  
Principal Deputy Assistant Administrator  
Office of Air and Radiation  
US Environmental Protection Agency

Message

---

**From:** Gunasekara, Mandy [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=53D1A3CAA8BB4EBAB8A2D28CA59B6F45-GUNASEKARA,]  
**Sent:** 7/31/2018 1:02:59 PM  
**To:** DeLuca, Isabel [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=0b021c30cbee4637a7c7ca683e5e044a-IDELUCA]  
**CC:** Millett, John [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=c067caa6c93544f78c26ab08cc567d27-Millett, John]  
**Subject:** RE: CAFE Comms  
**Attachments:** DRAFT DOT EPA TPs.docx

Attached is the latest – its from July 12 so a bit outdated, but gives us a flavor of their approach.

---

**From:** DeLuca, Isabel  
**Sent:** Tuesday, July 31, 2018 8:38 AM  
**To:** Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>  
**Cc:** Millett, John <Millett.John@epa.gov>  
**Subject:** Re: CAFE Comms

Sure—we can gin something up. Do you have the latest comms from NHTSA? Want to make sure we're being consistent.

On Jul 31, 2018, at 8:33 AM, Gunasekara, Mandy <[Gunasekara.Mandy@epa.gov](mailto:Gunasekara.Mandy@epa.gov)> wrote:

Hey Isabel – can you draft up a short press release for the café rule? Give me a call if you have any questions.

**Mandy M. Gunasekara**  
Principal Deputy Assistant Administrator  
Office of Air and Radiation  
US Environmental Protection Agency

Message

---

**From:** Gunasekara, Mandy [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=53D1A3CAA8BB4EBAB8A2D28CA59B6F45-GUNASEKARA,]  
**Sent:** 8/1/2018 12:08:07 PM  
**To:** Millett, John [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=c067caa6c93544f78c26ab08cc567d27-Millett, John]; DeLuca, Isabel [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=0b021c30cbee4637a7c7ca683e5e044a-IDELUCA]  
**Subject:** NHTSA Comms  
**Attachments:** Fact Sheet CAFE Credits and Flexibilities -- 30 Jul 18 1200 (ca).docx; Fact Sheet CAFE Preemption -- 30 Jul 18 1200 (ca).docx; Fact Sheet CAFE NPRM by the Numbers (ca).docx; DELIBERATIVE DRAFT - SAFE One Pager - 7-31.docx

Attached are some of their Fact Sheets. Can you have the team scrub these as well?

**Mandy M. Gunasekara**  
Principal Deputy Assistant Administrator  
Office of Air and Radiation  
US Environmental Protection Agency

Message

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**From:** Gunasekara, Mandy [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=53D1A3CAA8BB4EBAB8A2D28CA59B6F45-GUNASEKARA,]  
**Sent:** 7/28/2017 9:27:37 PM  
**To:** Bolen, Brittany [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=31e872a691114372b5a6a88482a66e48-Bolen, Brit]  
**Subject:** FW: Information regarding Detroit vehicle light-weighting conference (GALM Summit)

FYI – in response to DOT message from a while ago. This is the speech outline of one of the careers on CAFÉ stuff. I don't see any issue. Let me know if you have any concerns.

---

**From:** Dunham, Sarah  
**Sent:** Thursday, July 27, 2017 4:23 PM  
**To:** Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>  
**Cc:** Lewis, Josh <Lewis.Josh@epa.gov>  
**Subject:** FW: Information regarding Detroit vehicle light-weighting conference (GALM Summit)

Mandy-

You asked last week about a presentation an EPA representative was on the agenda for at the GALM Summit in August. Below is a pretty comprehensive description of what he plans to speak about. Please let me know if this raises any questions.

Thanks

Sarah

---

**From:** Charmley, William  
**Sent:** Wednesday, July 26, 2017 5:20 PM  
**To:** Grundler, Christopher <[grundler.christopher@epa.gov](mailto:grundler.christopher@epa.gov)>  
**Cc:** Hengst, Benjamin <[Hengst.Benjamin@epa.gov](mailto:Hengst.Benjamin@epa.gov)>; Moran, Robin <[moran.robin@epa.gov](mailto:moran.robin@epa.gov)>; Olechiw, Michael <[olechiw.michael@epa.gov](mailto:olechiw.michael@epa.gov)>  
**Subject:** Information regarding Detroit vehicle light-weighting conference

Chris,

You asked for some information regarding the 2017 Global Automotive Lightweight Materials Summit conference that will be held in the Detroit area in mid-August, and for which one of my managers has been invited to speak.

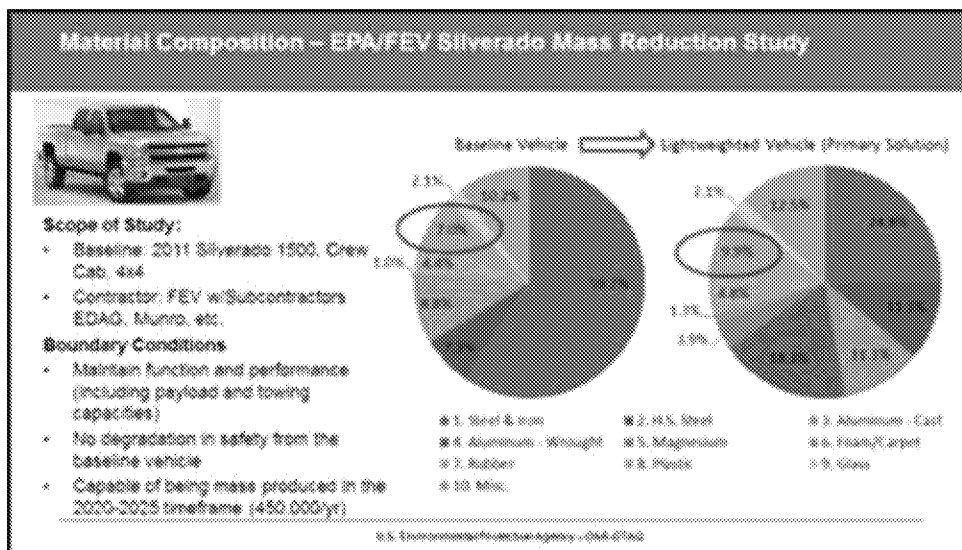
This is a 3-day technical conference focused on vehicles and light-weighting. There will be many technical panels and presentations discussing the latest progress in vehicle manufacturing (e.g., material joining technologies), new material developments (lightweight steels and aluminums, plastics, magnesium, surface treatments, etc.), and developments in vehicle design/development (modeling, simulation, design tools and methods).

Given the nature of the technical work my staff does, and because of the close vicinity to Ann Arbor, we have typically sent 2-3 technical staff to this conference for a number of years to ensure we keep abreast of the latest technical information and progress in this area.

One of my managers was asked to give a presentation on EPA's technical work. I see that the title of the session he is speaking at is called "*CAFE Standards, Changing Mobility Trends, and Industry Impacts*". We don't pick the titles of the panels/sessions, but I can assure you that the EPA staff will not be discussing the CAFE program or the CAFE standards. Perhaps other folks at the conference from the industry will be discussing CAFE. I have noted for many years that some suppliers and OEMS mix and match the DOT CAFE program and EPA GHG program names.


The EPA presentation isn't done since the conference is still 3+ weeks away, but we will primarily be talking about the type of vehicle light-weighting technologies and information that EPA has learned from the industry and contractors over the years and the methodologies we have used to consider technological feasibility and costs for light-weighting.

One of my staff recently spoke on light-weighting at a meeting of the Society of Plastics Engineers, and I think we would present similar information at the August Global Automotive Lightweight Materials Summit – for example information such as the following;

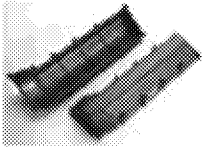


### Metal to Plastic ➔ Valve Cover

Current	Est. 2022
Component	Valve Cover
Component Mass Saving %	-44%
Mass Saving	1.16 kg
Cost Saving	\$6.06
Value	\$2.23/kg (cost save)



**[Base Technology]**  
Material: Aluminum  
Application: Silverado



**[New Technology]**  
Material: Polyamide  
Application: Chrysler 4.7L V8  
Ford Duratec 2.0L

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Regarding the Mid-term Evaluation and Administrator Pruitt's Reconsideration of the Final Determination, we have one slide on process that I have used a few times since the Administrator's March 2017 Federal Register announcement, and we intend to use this again for the light-weighting conference in Detroit (unless something new happens between now and then)

### EPA's Reconsideration of the MTE Final Determination

**March 15, 2017** - EPA Administrator Pruitt issued a Notice announcing he will reconsider the EPA Final Determination published in January 2017:

*"... EPA has concluded that it is appropriate to reconsider its Final Determination in order to allow additional consultation and coordination with NHTSA in support of a national harmonized program."*

*"In accord with the schedule set forth in EPA's regulations, the EPA intends to make a new Final Determination regarding the appropriateness of the MY 2022-2025 GHG standards no later than April 1, 2018."*

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We use this slide to explain to the technical folks from the suppliers and industry that EPA is not finished with the 2022-2025 standards, and that the Administrator wants a transparent, open, and data driven process. We encourage stakeholders to stay engaged and to continue to share technical information with the Agency.

Please let me know if you have additional questions on this topic.



Thanks

Bill

Message

---

**From:** Gunasekara, Mandy [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=53D1A3CAA8BB4EBAB8A2D28CA59B6F45-GUNASEKARA,]  
**Sent:** 7/30/2018 12:53:11 PM  
**To:** Block, Molly [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=60d0c681a16441a0b4fa16aa2dd4b9c5-Block, Moll]  
**CC:** Beach, Christopher [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=6b124299bb6f46a39aa5d84519f25d5d-Beach, Chri]  
**Subject:** Draft points  
**Attachments:** NPRM 2018.docx

Hey Molly – these should be useful for the meeting. They are very preliminary/draft so don't pass around.  
Call if you have any questions.  
Mandy

**Mandy M. Gunasekara**  
Principal Deputy Assistant Administrator  
Office of Air and Radiation  
US Environmental Protection Agency

## Message

**From:** Gunasekara, Mandy [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=53D1A3CAA8BB4EBAB8A2D28CA59B6F45-GUNASEKARA,]  
**Sent:** 5/7/2018 4:42:06 PM  
**To:** Harlow, David [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=b5a9a34e31fc4fe6b2beaddda2affa44-Harlow, Dav]  
**Subject:** FW: EPA staff review of four NHTSA Preamble Sections and two NHTSA RIA Sections for the light-duty CAFE and NPRM proposal  
**Attachments:** RIA 07 Retail Price Equivalent to OIRA 180406 Pre-Decisional Deliberative\_EPA comments May 2 2018.docx; ATT00001.htm; RIA 08 Benefits Costs to OIRA Pre-Decisional Deliberative\_EPA comments May 2 2018.docx; ATT00002.htm; P02A Basics of Std Analysis to OIRA 180406 Pre-Decisional Deliberative\_EPA comments May 2 2018.docx; ATT00003.htm; P03 Proposed Standards to OIRA 180406 Pre-Decisional Deliberative\_EPA comments May 2 2018.docx; ATT00004.htm; P04 Alternatives Considered to OIRA 180406 Pre-Decisional Deliberative\_EPA comments May 2 2018.docx; ATT00005.htm; P05 Statutory Obligations to OIRA 180406 Pre-Decisional Deliberative\_EPA comments May 2 2018.docx; ATT00006.htm

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**From:** Gunasekara, Mandy  
**Sent:** Monday, May 7, 2018 8:45 AM  
**To:** Harlow, David <harlow.david@epa.gov>  
**Subject:** FW: EPA staff review of four NHTSA Preamble Sections and two NHTSA RIA Sections for the light-duty CAFE and NPRM proposal

I'll need your help on the attached. Please see Bill's note and we can chat in a bit.

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**From:** Wehrum, Bill  
**Sent:** Saturday, May 5, 2018 4:33 PM  
**To:** Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>  
**Subject:** Fwd: EPA staff review of four NHTSA Preamble Sections and two NHTSA RIA Sections for the light-duty CAFE and NPRM proposal

Mandy - I will go through as much of this as I can and will send you my thoughts. You should ask David to make a pass for substance and tone. In particular, I've already seen that there are comment boxes that makes points, but offer no edits. The comments should be replaced with edits wherever possible.

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Bill Wehrum  
 Assistant Administrator  
 Office of Air and Radiation  
 U.S. Environmental Protection Agency  
 (202) 564-7404

Begin forwarded message:

**From:** "Grundler, Christopher" <grundler.christopher@epa.gov>  
**To:** "Wehrum, Bill" <Wehrum.Bill@epa.gov>, "Gunasekara, Mandy" <Gunasekara.Mandy@epa.gov>  
**Cc:** "Charmley, William" <charmley.william@epa.gov>, "Hengst, Benjamin" <Hengst.Benjamin@epa.gov>, "Cook, Leila" <cook.leila@epa.gov>, "Simon, Karl" <Simon.Karl@epa.gov>  
**Subject:** FW: EPA staff review of four NHTSA Preamble Sections and two NHTSA RIA Sections for the light-duty CAFE and NPRM proposal

As promised. I have not finished my review, but in the interests of speed am forwarding to you for review at same time. Note that we are still reviewing NHTSA's preemption section, and will send any comments on tomorrow. Thanks

Chris

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Christopher Grundler, Director  
Office of Transportation and Air Quality  
U.S. Environmental Protection Agency  
202.564.1682 (Washington, DC)  
734.214.4207 (Ann Arbor, MI)

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**From:** Charmley, William  
**Sent:** Wednesday, May 02, 2018 5:11 PM  
**To:** OTAQ Materials <[OTAQMaterials@epa.gov](mailto:OTAQMaterials@epa.gov)>  
**Cc:** Simon, Karl <[Simon.Karl@epa.gov](mailto:Simon.Karl@epa.gov)>; Moran, Robin <[moran.robin@epa.gov](mailto:moran.robin@epa.gov)>; Lieske, Christopher <[lieske.christopher@epa.gov](mailto:lieske.christopher@epa.gov)>; Orlin, David <[Orlin.David@epa.gov](mailto:Orlin.David@epa.gov)>; Kataoka, Mark <[Kataoka.Mark@epa.gov](mailto:Kataoka.Mark@epa.gov)>; Buchsbaum, Seth <[buchsbaum.seth@epa.gov](mailto:buchsbaum.seth@epa.gov)>; Olechiw, Michael <[olechiw.michael@epa.gov](mailto:olechiw.michael@epa.gov)>  
**Subject:** EPA staff review of four NHTSA Preamble Sections and two NHTSA RIA Sections for the light-duty CAFE and NPRM proposal

The attached contain the recommended changes from the OTAQ staff for the preamble and RIA chapters EPA received through OIRA on the draft light-duty vehicle CAFE and GHG proposal.

These documents are ready to be sent to the OAR leadership for transmission to DOT and/or OIRA.

Thanks  
Bill